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## American Railroad Journal.

New York, Saturday, June 6, 1868.

### Tennessee Railroads.

The Governor of Tennessee has issued a circular addressed to the "Railroads of the State," bearing date May 24, 1868, in which he says:

It is made your duty by the law of 1852, and also by the act entitled "An act to liquidate the debt of the State falling due in 1868 and 1869," passed March 13, 1868, to pay the interest on the bonds loaned you at least fifteen days before said bonds become due. The penalty for the violation of this duty is that I am to appoint a suitable person, at your expense, to take charge of your road.

I therefore warn you that the interest due from you on the 1st of July next, must be paid to the Comptroller of the State at least 15 days before that date.

He has also addressed a letter to S. Watson, Esq., of Nashville, in which he says he is opposed to any increase in the present State debt, and shall recommend to the Legislature, at its next meeting in November, an amendment of the Constitution prohibiting the issuance of any more bonds of the State than are authorized by existing laws. He shall also recommend that provision be made for the sale of all railroads which cannot pay their interest promptly.

### Selma, Rome and Dalton Railroad.

At the annual meeting of the stockholders of this road, held at Selma, Ala., on the 14th ult., the following gentlemen were elected directors for the ensuing year: F. H. Delano, John T. Agnew, David Crawford, U. A. Murdock, L. W. Lawler, D. S. Printup, Wm. Paton, J. H. Knox, C. A. Lambaum, A. G. Mabry, and J. Lapsley. F. A. Delano, Esq., was elected President of the Board. The *Messenger* says a full interchange of views was had, and a general expression of satisfaction with the management and prospects of the road. The report of EUGENE LE HARDY, Esq., Chief Engineer, was presented, of which the following is the concluding portion:

Permit me, sir, to conclude with some remarks suggested to me by the exceptional conditions surrounding the location of this railroad; remarks which I doubt not have been made by all the friends of this enterprise, but which, notwithstanding, cannot be uttered too often.

Between New York and New Orleans the routes now nearest the "air line" between said cities are, as far as Dalton, those passing by Philadelphia, Baltimore, Washington, Lynchburg, Bristol and Knoxville. Rome, Jacksonville and Selma are very nearly on the same air line, which is an indication that the natural route must be continued through these points, while the route which is pretended to be the shortest, passes by Charlotte, N. C., more than one hundred miles off the air line. The distance between the two cities, New York and New Orleans, as actually run, according to Appleton's Railway Guide, by way of Chattanooga, Grand Junction and Jackson is 1,502 miles, and by way of Dalton, Selma, Meridian and Jackson is 1,472, which could be reduced to about 1,327 miles, if the line, as will be eventually, was made direct from Selma to New Orleans, which would prove a saving in distance of 175 miles on the former route and of 145 on the latter.

The stockholders in this company will enjoy a security for their investment for a long time to come. No other company will be able to compete with this one in distance except at the sacrifice of such a large expenditure of money in the construction of a road, not by any means justified by the distance that would be saved. If to this most important advantage already in its hands your company can make suitable arrangements with all the other companies concerned in this system, to secure to the traveler safety, speed, comfort and economy of time and money, your line and the whole system it belongs to are certain to become the favorite channel for travel and trade between the main markets of the North and

the Gulf, the West Indies, Central and South America, Panama and California.

Another consideration which is of great importance to your line and its whole system, is that it will be exempted and free from those snow storms that block in winter the competing lines running by the way of the northwest and which will hereafter be one of the embarrassments in running the North Pacific Railroad now under construction.

All the belt of country traversed by your road is particularly attractive by its picturesque and varied scenery, by the splendor of its vegetation, by the richness of its soil, not only in vegetation products of all descriptions, but in its inexhaustible mineral wealth, which only awaits this communication with the market to ensure its rapid development. The altitude of your line ranging from 400 to 1,000 feet above the sea, and its course through valleys formed by spurs of the great chain of the Alleghany mountains are unmistakable indications of the moderation and healthfulness of its climate all the year round, and it is not extravagant to foresee or to predict that this portion of the country, when attention, by means of this road, shall have been directed to it, will become the preferred home of the rich as well as the poor, of the North as also of the South. The salubrity of the climate and mildness of the winter will offer great inducements to the wealthy and middle classes to settle in our midst, in summer to enjoy the refreshing breezes of our mountainous regions, and in winter to avoid the cold blast of a Northern climate. All this region is particularly favored with streams and abundance of water power that never freezes; timber is abundant, coal and iron, those two great powers of civilization and progress, inexhaustible. The land along the route yields most abundantly all the necessaries of life. The climate, as already stated, is temperate, mild and healthy. We find in it all the necessary conditions and elements to make it a favored land for laborers, and consequently the great manufacturing land of America, the only one on this continent capable in the future to compete with the manufactories of Europe.

A consideration, also, of some importance for the future prospect of this section of country and of your enterprise is the natural fertility of the whole of this section of country in the production of fruits and vegetables of all varieties and descriptions. If the speed of your road permit these products to reach the markets in season, attention will be attracted to their culture, which would ultimately form no small item of income to your road. From these considerations and others derived from the particularly advantageous situation of your road it is reasonable to anticipate for it, in the future not far away, not only a heavy local travel and freight, but also a heavy through travel and business, the northern ter-

minus touching as it does the main and most important markets of New York, Philadelphia and Baltimore. It is reasonable to pronounce the enterprise safe and full of prosperity, and at least it is reasonable to predict immunity and pride to the friends who have projected, and helped to construct this road. Such is the profound and sincere belief of your most obedient servant,

EUGENE LE HARDY,  
Chief Engineer S. R. & D. R. R. Co.

#### Morris Canal and Banking Company.

We have the report of this company for the year ending February 29, 1868. From this we learn that the canal was opened about one week later than usual, and closed on the 9th of December, making the navigation season about two weeks less than the average of former years.

The income of the company from tolls and other sources during the year was.....\$449,652 46

And the expenses were:

Repairs of canal & works.....	\$167,922 15
Operating canal.....	74,691 78
Salaries, law and other expenses.....	\$31,852 64
Less interest....	13,695 94
	30,370 40
Transportation expenses.....	13,695 94
	286,680 27

Balance—profits of the business.....	\$162,972 19
Balance at credit, February 28, 1867.....	96,914 30
Boat loan bonds bought and cancelled in the previous year, and erroneously charged to this account.....	11,000 00

Total.....	\$270,886 49
Dividends on preferred stock.....	\$115,056 02
Interest on bonds.....	65,083 51
Discount on boat loan.....	4,302 96
Depreciation of boat stock.....	2,789 07
Bad debts.....	2,153 52
State of New Jersey.....	20,410 95
Balance, February 29, 1868.....	61,090 56

Total, as above.....\$270,886 49

The usual five per cent. semi-annual dividends have been paid on the preferred stock—also, the interest falling due on all outstanding bonds of the company, and the annual payment in to the Treasury of the State required by the supplement to the charter of the company, referred to in and published with the last annual report. The amount remaining at credit of profit and loss account is \$61,090 56 at the close of the fiscal year.

The current expenses of the year were \$53,699 92 less than the expenses of the previous year. No very considerable reduction in current expenses can be expected until there is a further reduction in the cost of labor and materials.

The season opened with such a competition between the avenues leading from the different coal fields, that the cost of carrying coal, to tide water, was soon reduced to extremely low rates, and so continued to the end of the season.

The railroad competition, for the way trade, compelled some concessions in rates, and took from the canal a portion of that trade. The great demand, and high prices paid, for common labor drew off from the canal so many boatmen, that it was impracticable to keep all the company's boats manned and running—and the principal articles which enter into the cost of boating were very high during all the boating season. This state of things necessarily resulted in high freights and low tolls, and in a corresponding reduction in the receipts of the company.

There was a falling off from the previous year in the amount of coal received at Port Delaware of 5,584 tons by railroad, and 34,085 tons by canal, and an increase of 5,451 tons in the amount received at Port Washington, amounting in all to a reduction of 34,213 tons in the coal received

into the canal from the mining regions. The falling off in the amount delivered on the line of the canal west of tide water was 6,307 tons.

The total amount of ore transported on the canal was 289,550 tons, being 615 tons less than the previous year. Of this amount 142,925 tons crossed the Delaware River into the Lehigh Valley, and 61,958 tons were transhipped to the Warren Railroad at Port Washington—leaving 88,667 tons belonging strictly to the trade of the canal.

The gross amount transported on the canal was 822,741 tons, being 66,479 tons, (about 7½ per cent.) less than the gross tonnage of the previous year.

The average distance traveled by the loaded boats was greater last year than the year before, making the difference in tons carried one mile less than six per cent. in favor of the previous year.

All the railroads and canals engaged in the Anthracite coal trade are constantly enlarging and improving their works with a view to reducing the cost of carrying. Under these conditions it cannot be expected that the Morris Canal can retain its share of the coal trade without corresponding enlargements and improvements.

During the last year the expenditures for this account were as follows:

For extensions and improvements at	
Jersey City.....	\$53,098 84
Extension of tracks and shoots at Port Delaware.....	22,892 37
Boat account.....	20,513 11
General improvement account.....	7,424 05
	\$103,928 37

Credit:

By sale of house and lot in Jersey City.....	\$5,306 25
By sale of lands formerly taken in settlement of land damages.....	5,000 00
By sale of freight line fixtures.....	1,157 50
	\$11,463 75
	\$92,464 62

In the year 1860, a plan was adopted for lengthening the locks on the canal ten feet, for the purpose of eventually increasing the length and carrying capacity of the boats for that part of the trade, which is done entirely on the line of the Morris Canal. This work was to be done from time to time, by the Supervisors, whenever a lock required general repairs. In pursuance of that policy, seventeen locks have been so lengthened, leaving fifteen locks yet to be done. It is estimated that this improvement can be completed by an expenditure of about thirty thousand dollars, and that it will increase the tonnage of the boats about fifteen per cent., and correspondingly reduce the cost of transportation on so much of the trade as comes to the canal by rail.

A further enlargement of the capacity of the boats can be effected by increasing the depth of water in the canal. The most of this work can be done during the season of navigation by dredging. There are two of "Osgoods Patent Under-water Excavators," already in use deepening the water and raising the banks.

The cost of the canal and its works, as will be seen by the general statement, is \$3,362,220 75; the total amount of stock and bonds outstanding is \$3,249,260; showing the cost of the works to be \$112,960 75 more than the means provided therefor. The only available resource at present to meet this floating debt is \$18,000 of the second mortgage bonds remaining unsold. It is therefore evident that some additional provision must be made for meeting this liability and continuing the improvements to which reference has already been made; otherwise the same must be provided for from the current earnings.

There has been sold during the year \$14,000 of the second mortgage bonds, and \$48,922 50 of the boat loan bonds. The trustees have purchased and cancelled \$14,000 of the boat loan

bonds, as required by the terms of the Trust Deed.

In pursuance of the concurrence and approbation of the action of the directors, by the stockholders, as expressed in a resolution adopted at the last annual meeting, the agreement contemplated in the first section of the supplement to the charter, approved March 14, 1867, has been executed and delivered to the Governor of the State.

The question of improving the submerged lands embraced within the bounds of the state grant has received the earnest attention of the directors and officers of the company. The rapid changes which have taken place in the ownership of shore property in the immediate vicinity, during the past year, indicate that the time is not far distant when this property will be needed for commercial purposes.

#### GENERAL STATEMENT.

Cost of canal and appurtenances.....	\$3,362,220 75
Assets:	
Cash.....	\$18,074 30
Bills receivable, individual account, etc.....	89,180 94
Materials.....	11,427 96
	68,683 20

Total.....	\$430,903 95
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Capital stock:

Consolidated.....	\$1,025,000 00
Preferred.....	1,175,000 00
Mortgage bonds.....	782,250 00
Boat loan.....	267,010 00

Liabilities:

Individual accounts, etc.....	\$29,621 92
Bills payable.....	86,918 50
Dividends and coupons unclaimed.....	4,012 97
	120,553 39

Profit and loss—surplus.....	61,090 56
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Total, as above.....\$3,430,903 95

President and Engineer.—WILLIAM H. TALCOTT.

Vice President.—JACOB F. RANDOLPH.

Secretary.—JOHN ROGERS.

#### Worthington Valley and Manchester R. R.

A correspondent of the *Baltimore Sun*, writing from Manchester, Carroll Co., Md., under date of May 25, says: "The great drawback to the town and surrounding country is the want of railroad facilities between here and Baltimore. This want, I am glad to say, is now about being supplied by the building of the Worthington Valley and Manchester Railroad. The preliminary surveys, under the charge of Robert Irwin, Son & Co., are in progress. The corps of engineers is under the control of Wm. Glen, Esq., a gentleman of untiring energy and much experience in his profession. The corps reached here on Friday afternoon, having surveyed the route known as the Dover line, starting at Cockeysville, on the Northern Central Railway; another line, starting at the Ashland Iron Works, on said road, known as the Black Rock route, will be commenced on Monday next. The report of the engineer is looked for with much interest. The friends of the enterprise are quite enthusiastic, and are confident that the means to build the road will be forthcoming, and completed at an early day."

The *Dubuque Herald* says that the officers of the Iowa Falls and Sioux City Railroad Company have refused to accept the land grant upon the terms and conditions imposed by the General Assembly, viz., reserving to the State the authority to regulate the freight and passenger rates, and, therefore the road will not be extended through to the Missouri as was expected.



**Sioux City and St. Paul Railway.**

This company have concluded a contract with the Minnesota Valley Railroad Company, by which the latter agrees to complete the line from Sioux City to the Minnesota State line, within three years from the 1st of July. The latter company is the middle link of the chain of railroads extending from Sioux City to Lake Superior—the first link being the Sioux City and St. Paul, which extends from Sioux City to the State line; then the Minnesota Valley Railroad extends from the Iowa line to St. Paul, the third being the Lake Superior and Minnesota Railroad, extending from St. Paul to Lake Superior. This last road now has a large force at work, and will be completed inside of two years. The M. V. R. R. is now completed about seventy miles out from St. Paul, and by fall will reach Mankato, one hundred and seventy miles from Sioux City. The importance of this transfer, to Sioux City and Northwest Iowa, can hardly be over estimated. Nothing of equal benefit, if the road is built in the time named, has ever occurred since the settlement of the country.—*Sioux City Journal.*

**Connecticut River Railroad.**

The earnings of this road for the years ending November 30, 1866 and 1867, were as follows:

Earnings:	1866.	1867.
From passengers.....	\$277,890 40	\$282,769 58
“ freight.....	311,202 16	305,929 42
“ mails.....	6,093 43	6,133 47
“ express.....	10,650 00	23,060 77
“ rents.....	3,428 00	4,488 88
“ interest, etc.....	7,878 83	6,782 99
	\$617,142 88	\$629,165 01
<b>Expenses, viz:</b>		
Repairs of road.....	\$104,696 56	\$111,284 76
“ bridges.....	1,778 51	5,348 07
“ buildings.....	23,500 08	34,919 47
“ tools, etc.....	5,032 67	5,369 78
“ locomotives.....	31,333 67	12,996 59
“ cars.....	58,671 23	65,142 86
Running trains.....	90,754 17	91,144 39
Station expenses.....	43,330 46	50,258 24
General expenses.....	10,596 93	11,684 19
Stationery, etc.....	5,189 97	7,212 35
Gratuities and damages.....	3,536 28	1,746 45
Removing snow.....	761 56	2,134 38
Water works.....	5,022 11	5,886 81
Miscellaneous.....	7,072 03	9,081 40
	\$391,276 23	\$414,209 74
Net earnings.....	\$225,866 65	\$214,955 27
Surplus per last report.....	171,980 13	181,581 53
<b>Total.....</b>	<b>\$397,846 78</b>	<b>\$396,536 80</b>
<b>Against which are charged—</b>		
Interest paid.....	\$15,975 73	\$16,689 97
Payment to sink'g fund.....	8,000 00	8,000 00
Government taxes.....	48,545 52	45,791 65
Cost of new locomotive.....	14,100 00	.....
Dividend January.....	66,644 00	66,000 00
“ July.....	66,000 00	68,000 00
Surplus, Nov. 30.....	181,581 53	192,055 18
<b>Total, as above.....</b>	<b>\$397,846 78</b>	<b>\$396,536 80</b>

Compared with the previous year the gross earnings of 1867 show an increase of \$12,022 13, with an increase in operating expenses of \$22,933 51. The total expenditure shows an increase of only \$6,793 88. The surplus shows an increase of \$10,478 65. The report says:

No change has been made during the year in our construction account. The expenditures for improvements in the road and equipment, exceeding in the aggregate \$72,000, are all charged against the income.

About \$2,750 has been expended towards the enlargement of our facilities for business at the Springfield station.

At Northampton the new passenger house has been completed, at a cost of \$18,400, additional lands for aqueduct and depot purposes have cost

about \$6,400, and a further sum of \$2,800 has been expended in grading for new tracks and the erection of a coal shed.

Material improvements have been made in the alignment of the road by the substitution of straight lines for several reverse curves near the Smith's Ferry station, at a cost exceeding \$3,000.

The fitting up of a new station, situated two miles below Northampton and to be known as “Mt. Tom,” has thus far called for an expenditure of \$2,000. One of the leading objects in establishing a station at this point is the accommodation of visitors to Mt. Tom and Mt. Holyoke. Upon the urgent request of interested parties we commenced stopping the passenger trains here on signal in the month of July, and, to our surprise, four thousand passengers were taken up and set down in the succeeding four months.

In pursuance of legislative authority obtained in 1866, a side walk has been constructed on the outside of the covered bridge over the Connecticut River between Willimansett and Holyoke, at a cost of about \$2,500. It is believed that the authorized tolls will net a sufficient sum to justify the cost.

The equipment of the road has been kept good by repairs and renewals, six platform and two house cars having been entirely rebuilt. Independently of repairs, we have built at the shops and put into service twenty-five platform and fifteen house freight cars and three baggage, express and post office cars, costing in the aggregate \$37,000.

The track repairs have absorbed 21,000 cross ties, 310 kegs of spikes and 513 tons of new rails, besides requiring the mending of 2,028 bars at the rail-welding shop. The steel rails laid down in 1865 and 1866 are giving entire satisfaction. None have been added the past year because of the extravagant prices charged for them. It is to be hoped that the manufacture of steel rails in this country will ere long produce something like equality between supply and demand and thus establish prices upon a reasonable basis.

It is the policy of the directors to constantly improve the road and equipment and to have its facilities for business always equal to the demand upon them. The second track from Springfield to Chicopee, constructed last year, has proved to be of great value in securing regularity and dispatch in the arrival and departure of our short trains. The extension of this track to stations further North should be kept constantly in view as a work to be accomplished within a limited period.

An arrangement was entered into with the Vermont and Massachusetts Railroad Company, near the end of the year, by which we are for the next six years to haul the trains of the Connecticut River line over the track of that company between South Vernon and Brattleboro, they retaining the receipts of the business and paying us a monthly stipend for the service. This arrangement obviates the frequent delays at South Vernon to which our passengers were formerly subjected and is a source of wide-spread public satisfaction.

An arrangement made with the same company in 1851, by which we have occupied about one mile of their track and they one mile of ours below the Greenfield station, was terminated in October at their request, consequent upon the practical extension of their road West, by the opening of a section of the Troy and Greenfield Railroad.

The capital stock of the company has been increased during the year by the issue and sale of five hundred shares at an average rate of five per cent. premium, making the total capital \$1,700,000. The bonded debt is \$250,000, maturing in 1878. The sinking fund provided for its payment at maturity, and to which an annual contribution of \$8,000 is made from the earnings of the road, now amounts, principal and interest, to \$65,669 34.

The company have 14 locomotives. Miles run with passenger trains, 139,658; with freight,

etc., trains, 119,092—total, 258,750. Number of passengers carried, 730,602; do. carried one mile, 9,021,492. Tons of freight carried, 198,036; do., carried one mile, 5,073,551. Earnings per mile of road, \$12,099 32. Gross earnings per mile run, \$2 43. Net earnings per mile run, 83.9 cents. Per centage of expenses to earnings, 64 per cent.

**BALANCE SHEET, Nov. 30, 1867.**

Cost of road and equipment.....	\$1,936,970 87
Material on hand.....	110,177 97
Paymaster.....	20,978 26
Suspense account.....	290 41
Ferry stock and real estate.....	10,072 30
Post office department.....	1,571 88
National tax.....	1,210 70
Bills receivable.....	3,336 67
Balance due from individuals and corporations.....	25,001 18
Balance due from station agents.....	56,125 57
Investments.....	32,600 00
Cash.....	46,937 84
	\$2,245,273 65
Capital stock, 17,000 shares.....	\$1,700,000 00
Mortgage bonds, due Sept. 1878....	250,000 00
Expense bills payable.....	39,875 86
Unpaid dividends.....	347 00
Balance due individuals and corporations.....	62,995 61
Profit and loss.....	192,055 18
	\$2,245,373 65

*President.*—DANIEL L. HARRIS.

*Directors.*—Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, Sylvanus Adams, J. H. Butler, Henry W. Clapp, Roland Mather.

*Treasurer.*—SETH HUNT.

*Auditor.*—ELIPHALET WILLIAMS.

*Superintendent.*—W. B. BRINSMAD.

**Manassas Gap Railroad.**

This road has been for some time in operation to Front Royal, 51 miles from its junction with the Orange and Alexandria Railroad. On the 1st of June it was to have been opened to Strasburg, 61 miles; and by the 20th of June it is confidently expected that the track will have been relaid and the road put in good order as far as Mount Jackson, 85 miles. From that place to near Harrisonburg, its former western terminus, the completion of the road has been put under contract to reliable parties, to be finished by the first of October next.

**Costa Rica Railroad.**

We learn from Costa Rica that the Inter-oceanic Railroad contract has fallen through on account of the contractors failing to fulfill their obligations, although the Government has more than fulfilled its portion of the contract, having sent an agent a second time to the States to push on the commencement of the work; established the port of Lemon on the Atlantic and set on foot different undertakings to facilitate communication with the interior for the benefit of the construction of the railroad, and in fact done everything possible to assist in the progress of the road, but the President says everything has proved fruitless, and the Government is now in hopes of concluding a more favorable contract with another company.

The city of Portland has voted, 2,432 to 556, in favor of subscribing \$750,000 to the stock of the Portland and Ogdensburg Railroad. This is in lieu of the \$700,000 authorized last year.

## Debt of North Carolina.

The following is a copy of the ordinance of the Constitutional Convention of North Carolina providing for the payment of the interest on the public debt:

SECTION 1. Be it ordained by the people of North Carolina, in Convention assembled, and it is hereby ordained by the authority of the same, That the first General Assembly that shall be convened under the provisions of the Constitution framed by this body, be, and the same is hereby, directed to make the following provisions for the payment of the interest upon the public debt:

SEC. 2. It shall provide for the payment in cash of the interest falling due on and after the 1st day of January, 1869, upon that portion of the bonds of the State which are dated prior to May 20, 1861.

SEC. 3. It shall provide for the payment in cash of the interest falling due on and after the 1st day of July, 1869, upon that portion of the bonds of the State which are dated on and after Jan. 1, 1866.

SEC. 4. It shall provide for funding all such coupons upon the above specified classes of bonds as are now due, or which may become due prior to the time when the payment of interest shall be resumed as above directed. And for such purpose the General Assembly shall authorize the issue of bonds of the State, bearing 6 per cent. interest, which shall be given at par in exchange for such coupons as are now due, or may become due prior to the time when such resumption of payment of interest shall take place.

SEC. 5. This ordinance shall be in force and take effect from and after its passage.

Passed March 14, 1868.

## Railways in Canada.

On the 1st of May there were 260 miles of railway in process of construction in the Dominion of Canada, divided as follows:

NEW BRUNSWICK.		Miles
European and North American Railway, Western Extension Branch, St. John to Maine Boundary.....	81	
Do. Eastern Extension, from Moncton to the Nova Scotia Province line.....	37	
Do. Fredericton Branch, from Fredericton to its junction with the Western Extension.....	21	
New Brunswick and Canada Railway, Woodstock Branch.....	17	
Do. St. Stephen's Branch.....	19	
<b>Total, New Brunswick.....</b>	<b>175</b>	
NOVA SCOTIA.		
Windsor and Annapolis Railway.....	85	
<b>Total.....</b>	<b>260</b>	

## Oshkosh and Omro Railroad.

Col. Dorrance writes that having visited Mr. Mitchell, the President of the Milwaukee and St. Paul Railroad, that gentleman informed him "that the company, having passed resolutions to extend their road to Oshkosh via Omro, would faithfully fulfill their pledge on the terms agreed upon, namely: donation of \$50,000, the right of way and station grounds." Milwaukee and Oshkosh each having voted—the former \$25,000 and the latter \$30,000—for the above named object, there can be no doubt that the road will be commenced as soon as \$50,000 is secured to the company.—*Mil. Wis.*

At a meeting of the stockholders of the Illinois Central Railroad Company at Chicago, on the 27th ult., Jonathan Sturgis, A. S. Hewitt, Wm. Tracy, W. H. Osborn, and George Bliss were elected directors. The contract with the Dubuque and Sioux City Co., was agreed to; and a stock dividend of 8 per cent., declared.

## Pittsburg, Fort Wayne and Chicago Railway.

The earnings and expenses of this road for the years ending December 31, 1864, 1865, 1866 and 1867, have been as follows:

	1864.	1865.	1866.	1867.
<b>Earnings:</b>				
From freight.....	\$4,148,503 00	\$4,739,067 88	\$4,707,582 12	\$4,483,616 42
" passengers.....	2,696,387 00	3,391,221 46	2,441,895 70	2,439,018 89
" express.....	68,306 22	149,658 02	100,298 43	100,632 26
" mails.....	93,900 00	93,900 00	93,900 00	93,900 00
" rent of railway.....	85,000 00	85,000 00	85,000 00	85,000 00
" rents.....	1,345 83	4,861 12	2,869 00	6,651 92
" miscellaneous.....	27,023 71	25,354 08	35,672 31	33,311 97
<b>Total earnings.....</b>	<b>\$7,120,465 76</b>	<b>\$8,489,062 56</b>	<b>\$7,467,217 56</b>	<b>\$7,242,125 96</b>
<b>Expenses:</b>				
Transportation.....	\$1,036,209 41	\$1,220,978 76	\$1,280,472 44	\$1,192,485 87
Motive power.....	1,260,900 87	1,520,948 54	1,567,196 04	1,438,633 48
Maintenance of way.....	1,113,496 62	1,344,674 25	1,270,533 01	1,382,384 72
" of cars.....	334,946 91	531,103 94	552,910 50	505,342 63
General expenses.....	355,850 32	587,810 09	475,674 55	334,725 87
<b>Total expenses.....</b>	<b>\$4,101,398 63</b>	<b>\$5,205,515 58</b>	<b>\$5,147,686 54</b>	<b>\$4,863,572 07</b>
Earnings less expenses.....	\$3,019,067 13	\$3,283,546 98	\$2,319,531 02	\$2,378,553 89
Earnings per mile.....	\$15,214 67	\$18,135 65	\$15,989 76	\$15,464 71
Expenses ".....	8,763 67	11,122 89	10,996 33	10,001 22
Earnings less expenses per mile...	\$6,451 00	\$7,012 75	\$4,990 43	\$5,463 49
Expenses to earnings per cent....	57.60	61.33	68.79	67.15

## OPERATIONS OF THE ROAD, 1864-'65-'66-'67.

	1864.	1865.	1866.	1867.
Mileage of engines.....	3,918,438	4,623,073	4,934,767	5,037,663
" of cars.....	33,965,246	41,785,082	45,485,011	45,428,547
Freight carried (tons).....	868,528	832,615	1,025,778	1,154,351
" (mileage).....	174,621,870	193,789,901	233,274,704	228,791,443
" (revenue).....	\$4,138,503	\$4,739,068	\$4,707,582	\$4,483,616
Passengers carried (number)....	1,284,205	1,461,195	1,280,322	1,294,125
" (mileage).....	107,490,117	121,367,938	82,672,464	82,376,324
" (revenue)....	\$2,696,386	\$3,391,221	\$2,441,896	\$2,439,013

## Mileage of locomotive engines in further detail:

	1864.	1865.	1866.	1867.
Passenger.....	1,287,158	1,499,293	1,456,185	1,502,117
Freight.....	2,293,560	2,838,569	3,118,019	3,221,486
Wood.....	120,334	121,510	148,985	100,185
Gravel.....	217,386	263,701	211,578	213,875

## Total.....

	1864.	1865.	1866.	1867.
<b>Total.....</b>	<b>\$3,918,438</b>	<b>4,623,073</b>	<b>4,934,767</b>	<b>5,037,663</b>
<b>Mileage of cars in further detail:</b>				
Passenger.....	4,315,650	5,522,129	5,208,084	5,517,209
Baggage and express.....	1,710,665	2,169,054	2,091,384	2,089,655
Freight.....	27,938,931	34,093,899	38,185,546	37,821,683

## Total.....

	1864.	1865.	1866.	1867.
<b>Total.....</b>	<b>33,965,246</b>	<b>41,785,082</b>	<b>45,485,011</b>	<b>45,428,547</b>
<b>Classification of freight weights in tons:</b>				
Product of forest—lumber.....	57,987	47,210	61,658	70,183
" other articles.....	15,914	26,000	31,608	45,134
" animals—live stock.....	164,262	184,242	156,913	155,847
" other articles.....	61,660	57,103	57,767	56,035
Agricultural products—flour & grain.....	101,180	96,206	149,403	115,750
" other articles.....	36,855	32,512	42,746	37,225
Manufactures.....	166,792	150,033	186,250	207,512
Merchandise.....	75,590	75,086	108,751	136,692
Iron rails.....	6,702	13,584	25,959	38,270
Miscellaneous—coal.....	150,153	129,770	158,382	205,553
" other articles.....	21,823	20,864	46,341	86,150

## Total weight in tons.....

	1864.	1865.	1866.	1867.
<b>Total weight in tons.....</b>	<b>858,928</b>	<b>832,615</b>	<b>1,025,778</b>	<b>1,154,351</b>
Carried westward.....	371,652	866,723	419,064	529,516
Carried eastward.....	487,276	465,892	606,714	624,835

## SCHEDULE OF ROLLING STOCK.

	1864.	1865.	1866.	1867.
Locomotive engines.....	812	189	189	199
Passenger—1st class coaches....	73	93	93	93
" 2d class and emigrant 26	26	26	26	26
Mail, baggage and express.....	44	48	50	54
Freight—box cars.....	812	883	1,057	1,431
" stock.....	535	547	548	548
" platform.....	629	1,976	776	902
<b>Total of all cars.....</b>	<b>2,119</b>	<b>2,356</b>	<b>2,550</b>	<b>3,054</b>

## CONDITION OF THE ROAD.

	1864.				1865.				1866.				1867.			
	E. D.	W. D.	Total.		E. D.	W. D.	Total.		E. D.	W. D.	Total.		E. D.	W. D.	Total.	
Miles of road...	188	280	468		188	280	468		188	280	468		188	280	468	
Miles of siding...	41	41	82		48	49	97		52	54	106		52	54	106	
Miles of 2d track.	10½	..	10½		26	7	33		26	7	33		26	7½	33½	
Total track...	239½	321	560½		262	336	598		266	341	607		266	341½	607½	



## INCOME ACCOUNT, 1864-'65-'66-'67.

	1864.	1865.	1866.	1867.
By balance.....	\$97,055 00	\$1,818,070 45	\$3,062,130 75	\$3,355,707 98
Gross earnings.....	7,120,465 76	8,489,062 56	7,467,217 56	7,242,125 96
C. & P. R. R. on account of joint earnings.....	39,035 33			
Assets of Trustees credited to income account.....	116,017 58			80,000 00
Profits operating New Castle Branch.....			89,771 99	73,599 81
	\$7,372,573 67	\$10,307,133 01	\$10,619,120 30	\$10,751,433 75
Operating expenses.....	\$4,101,398 63	\$5,205,515 58	\$5,147,686 54	\$4,863,572 07
Construction, etc.....				3,382,014 91
Interest on bonds.....	922,322 09	889,630 00	871,361 93	864,074 74
Sinking fund.....	104,100 00			
Dividends on stock.....	530,782 50	872,827 50	1,035,315 79	1,088,816 31
C. & P. R. R. on account of joint earnings.....		277,029 18	209,048 06	170,903 77
Taxes, &c.....				283,939 98
Balance to credit side.....	1,713,970 45	3,062,130 75	3,355,707 98	1,098,111 97
Total.....	\$7,372,573 67	\$10,307,133 01	\$10,619,120 30	\$10,751,433 75

## GENERAL ACCOUNT, 1864-'65-'66-'67.

	1864.	1865.	1866.	1867.
Capital stock.....	\$3,181,126 12	\$9,312,442 00	\$9,940,987 95	\$11,500,000 00
1st mortgage bonds.....	5,250,000 00	5,250,000 00	5,250,000 00	5,250,000 00
2d ".....	5,160,000 00	5,160,000 00	5,160,000 00	5,160,000 00
3d ".....	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00
Bridge bonds (O. & P. R. R. Co.).....	187,500 00	163,500 00	158,500 00	153,000 00
Chicago depot bonds.....	59,500 00			
Due to other companies.....	60,481 82	184,871 85	40,822 02	77,514 60
Miscellaneous liabilities.....	371,676 71	448,041 24	364,295 73	137,796 95
Due J. F. D. Lanier, Trustee.....	124,993 66	115,331 13	88,238 79	12,054 11
Due for current expenses in Decem-ber and prior.....	833,421 14	849,376 12	568,987 14	573,289 40
Balance to credit of income acc't.....	1,818,070 45	3,062,130 75	3,355,707 98	3,480,126 88
Total.....	\$24,046,769 90	\$26,545,693 09	\$26,927,539 61	\$28,343,781 94
Cost of property.....	\$21,164,329 77	\$23,183,381 33	\$24,253,746 81	\$25,271,285 63
Stock of supplies.....	1,052,058 70	969,053 93	631,918 82	561,443 99
Due from other companies.....	606,185 41	417,948 84	386,954 43	368,596 14
Akron Branch.....		179,829 40	179,829 40	207,575 03
Miscellaneous assets.....	768,519 86	575,521 74	708,333 63	633,641 44
Sinking fund 1st and 2d mortgage bonds.....	104,100 00	208,200 00	275,910 03	404,710 26
Cash in hand.....	351,576 16	1,011,758 85	670,675 59	896,529 00
Total.....	\$24,046,769 90	\$26,545,693 09	\$26,927,539 61	\$28,343,781 94

The result of each year's operations since the consolidation have been as follows:

Fiscal Years.	Length of road, M.	Gross Earnings.				Operating Earnings.		Dividends.	
		Passenger.	Freight.	Mail, etc.	Total.	& Rep's, etc.	less exp.	Amount.	Rate.
1856	338	\$ 370,446	\$ 402,015	\$ 23,108	\$ 795,579	\$ 273,434	\$ 522,145	\$	p. c.
1857	383	942,765	657,686	59,974	1,660,426	1,036,011	624,414	349,830	6
1858	383	742,451	698,570	126,211	1,567,232	965,573	601,659		..
1859	465	795,739	964,183	206,116	1,965,988	1,291,333	674,655		..
1860	467	805,486	1,341,015	188,853	2,335,354	1,573,799	761,555		..
1861	467	902,706	1,905,707	223,374	3,031,787	1,732,066	1,299,721		..
1862	467	1,116,741	2,401,630	226,940	2,845,311	1,877,399	1,966,912		..
1863	468	1,562,409	3,341,034	229,491	3,132,934	3,026,311	2,106,623		..
1864	468	2,696,387	4,148,503	275,576	7,120,466	4,101,399	3,019,067	530,782	7 1/2
1865	468	3,391,221	4,739,068	358,774	8,489,063	5,205,516	3,283,547	901,282	10
1866	468	2,441,896	4,707,582	317,740	7,467,218	4,147,687	2,819,631	1,085,316	10
1867	468	2,439,013	4,483,616	319,497	7,242,126	4,863,572	2,378,554	1,088,816	10

The earnings and expenses for 1856 are for five months only, viz., from August 1, to December 31.

The amount of capital, bonds, and debt at the close of each year since the consolidation has been as follows:

	Shares.	Bonds.	Floating Debt.	Total.
1857.....	\$5,258,937 66	\$7,371,000 00	\$1,418,922 09	\$14,048,759 75
1858.....	5,288,950 27	8,453,000 00	889,159 88	14,631,110 15
1859.....	5,351,761 84	8,289,500 00	1,916,517 04	15,557,777 88
1860.....	5,481,869 32	9,306,485 00	1,612,754 22	16,401,108 54
1861.....	5,480,865 54	9,660,825 00	1,860,480 87	17,002,121 41
1862.....	5,709,591 61	12,935,173 00	.....	18,644,764 61
1863.....	6,164,531 89	12,935,173 00	.....	19,099,704 89
1864.....	8,181,126 00	12,657,000 00	.....	20,838,126 00
1865.....	9,312,442 00	12,573,500 00	.....	21,885,942 00
1866.....	9,940,987 95	12,568,500 00	.....	22,509,487 95
1867.....	11,500,000 00	12,568,000 00	.....	24,068,000 00

In the floating debt are included coupons past due and unpaid—1858, \$9,341; 1859, \$252,150; 1860, \$912,677, and in 1861, \$1,519,212.

## Debt of Massachusetts.

The State of Massachusetts will pay interest, in gold, on \$15,000 5 per cents, and \$85,000 6 per cents; also the principal, in gold, of both sums, which matured June 1st, and \$100,000 of temporary loan, payable in currency. In this connection we annex a statement of the entire indebtedness of Massachusetts, from official sources:

5 per cent. bonds, due 1870@1880, inclusive.....	\$867,000
5 per cent. bonds, due 1883.....	1,088,000
5 per cent. bonds, due 1894.....	4,379,500
5 per cent. bonds, due 1894 (£226,600 @ \$4 84).....	4,000,744
6 per cent. bonds, due 1870@1878, inclusive.....	3,823,000
Principal and interest payable in gold.....	\$14,158,244
6 per cents, due 1871-'86, 5-20s, currency.....	*8,505,000
	\$17,663,244

## TROY AND GREENFIELD RAILROAD LOANS.

5 per cts., due 1890-'94.....	\$1,166,500
5 per cts., due 1888-'90	
(£114,500 @ \$4 84.....)	554,180
5 per cts., due 1888 £610-000 @ \$4 84.....	2,952,400
	4,673,080
Principal & interest in gold.....	\$4,673,080

## State indebtedness.....\$22,336,324

## LOANS TO RAILROADS.

Western, 5 per cts., (£764-900 @ \$4 84).....	\$3,702,116†
Eastern, 5 per cts., due 1868 @1871.....	275,000
Norwich and Worcester 6 per cts., due 1877.....	400,000
	4,377,116

## Total debts and liabilities.....\$26,713,440

The loans to the three railroads are amply secured, and the State has sinking funds of over \$10,000,000 toward the redemption of its own liabilities. The Troy and Greenfield loans are assumed as State indebtedness, but the premium on the last loan of \$2,952,400 will as a sinking fund redeem a large part of that loan at maturity. The State has temporary debt maturing this year and next, to the amount of \$1,412,240 92, but the balance of the last loan, \$1,600,000, not yet paid in, will more than offset it, therefore it is not included in the aggregate debt. Although the debt of the State is large, the ample sinking funds makes its financial condition a very healthy one.

\* This is the only currency loan. All others payable in gold, principal and interest.

† This loan matures Oct. 1, 1868, to April 1, 1871.

A meeting of the stockholders of the Cape May and Millville Railroad Company, to ratify a lease of the road by the West Jersey Company, by virtue of which the stockholders are to receive six per cent, on their stock, and the road become virtually a part of the West Jersey road, was held at Cape Island recently. This is but another step on the part of the companies to advance the interests of that section of the State, and cannot fail to enhance the value of real estate in South Jersey.

The new station at Lyndonville, on the Connecticut and Passumpsic Rivers Railroad, was opened to the public on the 18th ult. It is the finest on the road and among the finest in the State.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,678,139			Hartford and New Haven...100	\$3,000,000	J.A.J.&O	Apr. '68 8	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun. '68 8
Allegheny Valley...50	1,498,400			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	Jan. '68 4
Alton and St. Louis...100	128,000	J.A.J.&O	Oct. '67 12	Do. do. pref.100	6,253,830			Reading and Columbia...50	666,019		
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 3	Hanover Branch, Pa...50	116,850	M. & N.	May '68 5	Rensselaer and Saratoga...100	800,000	A. & O.	Apr. '68 3
Atlantic & N. Carolina...50	1,525,225			Housatonic...100	820,000			Richmond and Danville...100	2,000,000		
Atlantic & Gt. Western...50	1,525,150			Do. pref.100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	847,000		
Atlantic & St. Lawrence...100	2,194,900	J. & J.	Jan. '68 2	Hudson River...100	13,937,100	A. & O.	Apr. '68 4	Rich., Fred. and Potomac...100	1,041,800		
Augusta and Savannah...100	738,700	J. & J.	Jul. '67 3	Hazlet...50	1,615,000	A. & O.	May '68 2	Rockport...100	88,400		
Baltimore and Ohio...100	16,181,962	A. & O.	Apr. '68 6	Huntingdon & B'd Top...50	494,380			Rome, Watert. and Og'n...100	2,386,500	J. & J.	Nov. '67 2
Do. Washington Br...100	1,560,000	A. & O.	Apr. '68 6	Do. pref.100	190,750	J. & J.	Jan. '68 3	Rutland preferred...100	2,800,000	F. & A.	Feb. '68 2
Baltimore City Passenger...100	870,000			Illinois Central...100	23,886,450	F. & A.	Feb. '68 6	St. L., Alt. and T. Haute...100	2,800,000		
Bay de Noquet & Marq...100	4,420,000	A. & O.	Apr. '68 8	Indianapolis, Cin. & Lafayette...100	1,689,900	M. & S.	Sep. '67 4	St. L., Jack'nv. and Chic'o...100	1,469,429	Annual.	May '68 7
Belleville and St. Louis...100	997,112	F. & A.	Aug. '67 8	Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '68 3	Sandusky and Cincinnati...100	2,082,000		
Belvidere Delaware...100	600,000			Joliet and Chicago...100	1,500,000	J.A.J.&O	Apr. '68 12	Do. pref.100	398,073	M. & N.	Nov. '67 3
Berkshire...50	210,000	J. & J.	Dec. '67 12	Joliet & North Indiana...100	800,000	J. & J.	Jan. '68 4	Sand., Mansf. and Newark...100	900,000		
Blossburg & Corning...50	110,000	J.A.J.&O	Dec. '67 12	Lackawanna & Bloomburg...50	1,835,000	J. & J.	Jan. '68 7	Saratoga and Hudson R...100	1,020,000		
Boston and Chelsea...100	459,500	A. & O.	Apr. '68 4	Lehigh and Mahanoy...50	2,158,668	J. & J.	Jan. '68 7	Saratoga and Whitehall...100	500,000	A. & O.	Apr. '68 8
Boston, Concord & Mont...100	1,340,400	M. & N.	May '68 8	Lehigh and Susquehanna...50	6,104,060	M. & N.	May '67 6	Savannah and Charleston...100	1,000,000		
Do. do. pref.100	1,830,300	J. & D.	Dec. '67 4	Lehigh Valley...50	10,734,100	J.A.J.&O	Jan. '68 4	Schuykill and Susquehanna...50	1,269,150		
Boston and Lowell...100	4,078,974	J. & J.	Jan. '68 6	Lehigh Luzerne...50	344,650	J. & J.	Nov. '67 8	Second and Third St. (Ph.)...50	203,757	J. @ J.	Jan. '68 5
Boston and Maine...100	3,869,000	J. & J.	Jan. '68 6	Lexington & Frankfort...100	514,846	M. & N.	Nov. '67 8	Schuykill Valley...50	678,050	J. & J.	Jan. '68 2
Boston and Providence...100	4,500,000	J. & J.	Jan. '68 6	Little Miami...50	3,572,400	J. & D.	Dec. '67 4	Schoharie and Rensselaer...100	888,200		
Boston and Worcester...100	3,200,000	J. & J.	Apr. '68 1	Little Schuylkill...50	2,646,100	J. & J.	Jan. '68 2	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '68 6
Broadway (Boston)...50	210,000	J. & J.	Jul. '67 6	Lomb. and South St. (Ph.)...25	90,000			Shamokin V. and Pottav...50	869,450	F. & A.	Feb. '68 8
Broadway & 7th Av. (N.Y.)...100	1,009,000	F. & A.	Feb. '68 2	Long Island...50	8,000,000	F.M.A.N.	Aug. '66 2	Sixth Avenue (N. Y.)...100	750,000		
Brooklyn City & Erie...100	399,800			Long Branch & Sea Shore...50	95,194	J. & J.	Nov. '67 10	Somerville...100	75,000	M. & N.	May '68 3
Brooklyn City & New York...100	2,800,000	M. & N.	Nov. '67 8	Louisville and Lexington...100	48,638	J. & J.	Jul. '67 4	South Carolina...100	2,819,275		
Buff. New York & Erie...100	2,200,000	F. & A.	Feb. '68 5	Louisville and Nashville...100	1,109,584	J. & J.	Jan. '68 3	South Shore...100	259,688		
Buffalo and State Line...100	727,800	A. & O.	Apr. '68 4	Louisville and Nashville...100	5,500,000	F. & A.	Feb. '68 4	South Western, Georgia...100	3,203,400	F. & A.	Aug. '67 4
Cambridge Horse (Boston)...100	684,200	F. & A.	Feb. '68 6	Louis, N. Alb. & Chicago...100	2,800,000			Southern Mississippi...100	1,000,000		
Camden and Amboy...50	600,000			Lowell and Lawrence...100	200,000	A. & O.	Apr. '68 3	Staten Island...100	600,000	J. & J.	Jul. '67 4
Camden and Atlantic, pref.50	221,928	J. & J.	Jan. '68 3	Macon and Western...100	1,500,000			Stoney Brook...100	287,800	M. & N.	May '68 2
Cape Cod Branch...50	1,150,000			Mahoney & B'd Mount...50	921,615			Syr., Bingham. and N. Y...100	1,200,130	J. @ J.	Jan. '68 4
Catawissa...50	2,200,000	M. & N.	May '68 3	Maine Central...100	1,600,800	M. & N.	May '68 5	Taunton Branch...100	250,000		
Catawissa, pref.50	589,110			Manchester & Lawrence...100	1,000,000			Tennessee and Alabama...100	699,922		
Cayuga & Susquehanna...50	4,666,800	J. & J.	Jul. '67 5	Marietta & Cincinnati...100	2,029,778	M. & S.	Sep. '66 3	Terre Haute and Indiana...50	1,988,150	J. & J.	Jan. '68 8
Central of Georgia...100	13,768,000	J.A.J.&O	Apr. '68 2	Do. " 1st pref.50	6,686,135	M. & S.	Sep. '66 3	Third Avenue (N. Y.)...100	1,750,000		
Central of New Jersey...100	400,000	J. & D.	Jun. '68 8	Do. " 2d pref.50	4,051,744	M. & S.	Mar. '68 3	Thirteenth and Fif. (Ph.)...50	1,650,000	T. @ J.	Jan. '68 1
Central Ohio...100	970,000	J. & D.	Oct. '67 2	Memphis and Charleston...100	5,812,728			Tol., Peoria and Warsaw...100	1,700,000		
Do. pref.100	1,201,000			Memphis and Ohio...100	1,250,000	J. & J.	Jan. '68 5	Do. " 1st pref.100	908,176		
Chen. Park, N. & E. River...100	300,000			Metropolitan (Boston)...100	7,502,866	J. & J.	Jan. '68 5	Do. " 2d pref.100	5,400,000	M. & N.	N. '67 3
Charlotte & N. Carolina...100	800,000			Michigan Central...100	9,811,300	May.	Feb. '68 5	Tol., Wabash and West...50	1,000,000		
Chemung...100	2,017,825	Annual.	Jan. '68 8	Mich. So. & North Ind...100	787,700	F. & A.	Feb. '68 5	Troy and Boston...100	607,111		
Cheshire, preferred...100	3,886,643	M. & S.	Mar. '68 6	Middlesex (Boston)...100	400,000			Troy and Greenbush...100	274,400	J. & D.	Jun. '67 3
Chicago and Alton...100	2,428,576	M. & S.	Mar. '68 6	Millville and Glassboro...100	369,200	F. & A.	Aug. '67 6	Troy, Salem and Rut'd...100	800,000	A. & O.	Apr. '68 3
Do. pref.100	12,500,000			Milw. & Prairie du Chien...100	3,082,000	Annual.	Feb. '68 8	Union Transport'n (Bos.)...100	200,000		
Chicago, Burl. & Quincy...50	4,390,000			Do. " 1st pref.100	1,014,000	Annual.	Feb. '68 7	Union Pacific...100	1,000,000		
Chicago and Gt. Eastern...100	1,000,000			Do. " 2d pref.100	3,627,000	J. & J.	Jan. '67 6	Union (Phila.)...50	291,475	J. @ J.	Jan. '68 2
Chicago, Iowa & Nebraska...100	2,227,000			Milw. & St. Paul...100	3,371,000	J. & J.	Jan. '67 6	Utica and Black River...100	834,400	J. & J.	Jan. '68 4
Chicago and Milwaukee...100	13,160,927	June	Jan. '68 10	M. Hill & Schuylk. Haven...50	3,776,600	J. & J.	Jan. '68 4	Vermont and Canada...100	2,250,000	J. & D.	Jun. '68 4
Chicago & N. Western...100	12,994,719	J. & J.	Oct. '67 6	Mobile and Ohio...100	3,588,300			Vermont Central...100	8,000,000		
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 6	Montgomery & W. Point...100	1,419,700	F. & A.	Feb. '67 3	Vermont and Massachusetts...100	2,800,000	J. & J.	Jan. '68 1
Cin. Ham. & Dayton...100	3,129,100	M. & N.	Mar. '68 2	Morris and Essex...50	5,500,000			Vermont Valley...100	516,164		
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '68 2	Nashua and Lowell...100	600,000	M. & N.	May '68 5	Virginia Central...100	3,853,679		
Do. Street...50	1,600,250			Nashville & Chattanooga...100	2,056,540			Virginia and Tennessee...100	3,452,515	J. & J.	Jan. '68 5
Cincinnati and Zanesville...50	192,750	J. @ J.	Jan. '68 6	Naugatuck...100	1,100,000	F. & A.	Feb. '68 5	Western (Mass.)...100	6,710,800	J. & J.	Jan. '68 5
Citizens Passenger (Phila.)...50	6,000,000	F. & A.	Feb. '68 4	New Bedford & Taunton...100	500,000	J. & J.	Jan. '68 4	Western Union...100	2,687,227		
Cleve., Col. & Cincinnati...100	2,044,600	M. & N.	Mar. '68 3	New Haven & N. London...100	788,528			West Jersey...100	781,650	J. & J.	Feb. '68 4
Cleveland & Mahoning...50	5,000,000	J. & J.	Jan. '68 3	N. Haven & Northampton...100	1,224,700	J. & J.	Jan. '68 3	West Philadelphia...50	249,100	J. & J.	Jan. '68 5
Cleveland, Fairview & Asht...50	5,424,091	May	Mar. '68 10	New Jersey...100	5,000,000	F. & A.	Feb. '68 6	Wilm. and Manchester...100	1,180,470		
Cleveland and Pittsburg...50	4,841,000	J. & J.	Jan. '68 3	New London Northern...100	395,000	M. & S.	Mar. '68 4	Wilm. and Weldon...100	1,240,213		
Cleveland and Toledo...50	4,000,000	J.A.J.&O	Oct. '67 2	N. O., Opel. & Gt. West'n...100	4,093,425			Worcester and Nashua...75	1,141,000	J. & J.	Jan. '68 5
Col. & Indianapolis Cen...100	1,786,200	J. & J.	Jan. '68 4	New York Central...100	26,530,000	F. & A.	Feb. '68 3				
Columbus and Xenia...50	1,500,000	M. & N.	May '68 5	New York and Harlem...50	6,285,050	J. & J.	Jan. '68 4				
Concord & Portsmouth...100	800,000	J. & J.	Jan. '68 5	Do. pref.50	1,500,000	J. & J.	Jan. '68 4				
Coney Island & Brooklyn...100	1,678,300			New York & New Haven...100	6,000,000	J. & J.	Jan. '68 6				
Conn. & Passump. Rivers...100	1,650,000	J. & J.	Jan. '68 3	N. Y., Provid. & Boston...100	1,755,281	J. & J.	Jul. '67 3				
Do. do. pref.100	1,316,900			Niag. Bridge & Canada...100	1,000,000	J. & J.	Jan. '68 6				
Connecticut River...100	2,384,941	J. & J.	Jan. '68 4	Ninth Avenue...100	797,400						
Cumberland Valley...100	406,132	A. & O.	Oct. '67 4	Northern Carolina...100	4,000,000						
Danbury and Norwalk...100	1,550,050	J. & J.	Jan. '68 3	Northern Central...100	4,948,900	F.M.A.N.	May '68 2				
Dayton and Michigan...100	1,550,050	J. & J.	Jan. '68 3	Northern Eastern (S. O.) pref.100	158,000	J. & D.	May '67 4				
Del., Lackaw. & Western...100	1,550,050			Northern of N. Hampsh...100	3,087,400						
Des Moines Valley...100	1,550,050			Northern of N. Jersey...100	158,800						
Detroit & Milwaukee...100	1,550,050			North Missouri...100	2,369,307						
Do. do. pref.100	1,500,000			North Pennsylvania...100	150,150						
D. Dock, E. B'dw. & Bat...100	1,200,000			Norwich and Worcester...100	3,363,600	J. & J.	Jan. '68 3				
Dubuque and Sioux City...100	1,200,000			Ogdensburg & L. Champ'n...100	5,077,900	F. & A.	Feb. '68 3				
Do. do. pref.100	1,200,000			Do. pref.100	941,200	A. & O.	Apr. '68 4				
Eastern (Mass.)...100	1,200,000			Ohio and Mississippi...100	20,222,847						
Eastern (N. H.)...100	1,200,000			Do. pref.100	8,507,197	J. & D.	Jun. '68 3				
East Pennsylvania...100	1,200,000			Old Colony and Newport...100	4,848,300	J. & J.	Jan. '68 3				
East Tenn. and Virginia...100	1,200,000			Orange and Newark...100	281,550						
Eighth Avenue (N. Y.)...100	1,200,000			Oswego and Syracuse...50	432,400	F. & A.	Feb. '68 4				
Idm. Jeffers. & Canand...100	1,200,000	J.A.J.&O	Jan. '68 4	Pacific of Missouri...100	8,881,000	J.A.J.&O	Apr. '68 6				
Kimira & Williamsburg...50	500,000	F. & A.	Feb. '68 2	Panama...100	7,000,000	J. & J.	Jan. '68 3				
Do. do. pref.50	500,000	M. & N.	Nov. '67 2	Paterson and Ramapo...100	238,000	J. & J.	Jan. '68 3				
Erie Railway...100	16,570,100	J. & J.	Jan. '68 4	Paterson and Hudson River...100	630,000	M. & N.	May '68 8				
Do. pref.100	1,575,700	F. & A.	Feb. '68 6	Pennsylvania...100	20,000,000	A. & O.	Apr. '68 6				
Erie & North East...100	600,000			Pennsylvania Bureau Valley...100	1,300,000						
Evansville & Crawford...100	1,142,834	Annual.	Jan. '68 7	Petersburg & Lynchburg...100	1,886,500						
Fitchburg...100	4,440,000	J. & J.	Jan. '68 4	Philadelphia and Erie...50	5,069,450	J. & J.	Jan. '68 3				
Fitchburg & Worcester...100	247,800	J. & J.	Jan. '68 3	Philadelphia and Reading...50	21,191,067	J. & J.	Jan. '68 6				
Flint and Holly...100	750,000	M. & N.	May '67 5	Do. Do. preferred...50	1,551,500	J. & J					



### PASSENGER RAILROAD SHARE LIST

N. B.—A dash [—] signifies "nil" and leaders [----] "not ascertained."

Fiscal year ending.	Completed : equal in value to single unit.	Length. in feet.	In progress or projected.	Equipment.		Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
				Horses.	Cars.				Bonded Debt.	Floating Debt.	Gross.	Net.			
	m.	ft.		No.	Horse.		\$	\$	\$	\$	\$	\$			
MASSACHUSETTS.															
30 Nov. '67	3.53					Boston and Chelsea	110,000	110,000			8,800	7,396	0.8		37
30 Nov. '67	28.94			268	38	Broadway, Boston	402,468	325,000		64,336	187,427	29,460	9.5		58
30 Nov. '67	28.31					Cambridge	877,894	727,800	150,000	04			9.0		98
30 Nov. '67	3.99			48	8	Lowell (Horse)	66,908	55,830		1,686	27,268	5,538			10
30 Nov. '67	12.50			196	82	Lynn and Boston	269,426	200,000	50,000	48,984	154,987	loss.			28
30 Nov. '67	3.60					Malden and Melrose	60,246	200,000	55,768		24,138	loss.			28
30 Nov. '67						Marginal Freight	91,543	94,200							
30 Nov. '67	3.08					Medford and Charlestown	36,600	21,000			23,442	2,240		50	
30 Nov. '67	42.99			791	166	Metropolitan (Boston)	1,523,225	1,250,000	8,000	188,198	736,700	129,635	10		61
30 Nov. '67	7.21			254	42	Middlesex (Boston)	499,685	400,000	41,539	79,694	188,085	10,087			41
30 Nov. '67	3.25			28	7	Northampton & Williamsb.	300,000	300,000		2,318	14,273	1,125			
30 Nov. '67	2.13			6	2	North Woburn street	27,242	17,300		13,500	868	loss.			
30 Nov. '67	6.45			86	9	Quincy	136,840	71,000	66,424	57,692	23,226	loss.			
30 Nov. '67	7.15			50	17	Salem and South Danvers	195,317	150,000	32,400	6,268	88,637	loss.			
30 Nov. '67	3.74					Somerville	75,000	75,000			4,500	4,500	6		3
30 Nov. '67	2.51			12	3	Stoneham street (Boston)	37,300	33,000			8,589	89			
30 Nov. '67	6.84			440	68	Suburban	95,000	5,000	(Inc. in Mal. & Melrose.)						
30 Nov. '67						Union (Transportation)	383,870	200,000	24,000	117,842	368,351	13,015	6		8
30 Nov. '67	2.76					Winnisimmet	62,152	58,200		238	4,300	8,867	4		
30 Nov. '67	4.06			44	9	Worcester	89,573	75,500	72,000	26,000					
CONNECTICUT.															
31 Jan. '64	3.0		3.0	45	7	Fairhaven and Westville	100,000	100,000					8		
31 Dec. '62	8.5			11	3	Hartford and Wethersfield	300,000	300,000							
NEW YORK.															
30 Sep. '67	7.37			57	6	Albany	139,414	98,000	40,000		71,961	15,373	100		
30 Sep. '67	32.00			81	6	Bleeker St. & Fulton Ferry	1,746,441	900,000	694,000	44,749	293,418	56,543	100		
30 Sep. '67	10.78					Broadway (Brooklyn)	260,561	200,000	35,000	10,015	107,786	28,744	8		100
30 Sep. '67	15.00			103		Broadway & 7th Ave., N. Y.	508,318	2,100,000	1,500,000		687,433	253,214	34		100
30 Sep. '67	8.00			17		Brooklyn, Bath & Coney Isl'd	186,259	99,850	80,000	85,172	27,253	8,994	100		
30 Sep. '67	70.00			207		Brooklyn City	1,800,813	1,500,000	300,000		1,131,129	195,907	12		100
30 Sep. '67	11.30			49		Brooklyn City & Newtown	553,340	400,000	200,000	20,587	129,267	14,852	100		
30 Sep. '67	4.12			14		Brooklyn City & Rock. B'ch	125,586	107,700	45,000		16,086	6,352	100		
30 Sep. '67	24.00			57	22	Brooklyn Central & Jamaica	995,783	488,100	498,810	47,303	192,290	9,470	100		
30 Sep. '67	8.45					Buffalo Street	184,357	50,000	50,000	169,500	76,683	2,455	100		
30 Sep. '67	1.76					Central City (Syracuse)	29,130	21,180	6,000		14,007	4,786	84		100
30 Sep. '67	34.00			121	14	Centrl Pk N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285	100		
30 Sep. '67	14.82					Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226	100		
30 Sep. '67	22.69			201		D. Dock, E. B'w. & Battery	678,114	1,200,000	672,000	15,000	682,582	89,310	5		100
30 Sep. '67	18.00			162		Eighth Avenue	1,420,972	1,000,000	203,000		792,574	139,095	12		100
30 Sep. '67	10.24			49		42d st. & Grand st. Ferry	1,041,204	748,000	260,000		300,969	94,714	5		100
30 Sep. '67	5.50					Grand st. & Newtown (W'g)	173,000	170,000	38,000	5,000	74,420	18,793	94		100
30 Sep. '67	3.00					Genesee & Water st. (Syr.)	42,194	42,600			8,765	419	100		
30 Sep. '67	8.36					Greenpoint & Williamsbr'g	144,000	44,390	100,600	3,900			100		
30 Sep. '67	10.00			21	3	Harlem Br., Moris's & Ford'm	227,400	95,900	124,000	7,500	69,603	4,578	100		
30 Sep. '67	7.56					Kingston and Rondout	75,510	75,000			27,600	1,520	100		
30 Sep. '67	3.00			17		Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000	100		
30 Sep. '67	12.20			38		Ninth Avenue	466,295	797,320	187,000		92,671	16,881	100		
30 Sep. '66	11.00			38		Rochester City & Brighton	278,473	133,400	100,000	7,000	53,296	9,042	100		
30 Sep. '66	16.00					Second Avenue (N. Y.)	1,250,023	670,000	520,600	210,000	420,564	31,026	100		
30 Sep. '66	8.37			73		Sixth Avenue (N. Y.)	1,489,563	750,000	190,000		522,705	loss.	5		100
30 Sep. '66	3.00			100		South Brooklyn & Berg. St.									
30 Sep. '66	17.50				170	Third Avenue (N. Y.)	2,408,509	1,170,000	1,380,000	70,000	1,098,083	260,333	12		100
30 Sep. '66		5.00				Third Avenue & Fordam	975	975							
30 Sep. '66	4.46					Troy and Cohoes	50,000	50,000			(Lease d.)				
30 Sep. '66						Troy and Lansingburg			(no report.)						
30 Sep. '66	6.50					Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355			
30 Sep. '66	1.75			4		V. Brunt st. & Erie Bas. (B'kn)	62,000	50,000	12,000		15,850	390			
30 Sep. '65						Westchester	5,949	7,370							
30 Sep. '65		4.00				West Shore	1,457	2,200							
NEW JERSEY.															
31 Dec. '62	5.32			7		Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	5.05		2.50	8		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '66	17.00			160	22	Orange and Newark	618,296	287,550	300,000	80,750	124,079	30,566			50
31 Dec. '62	5.80			8		West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.															
31 Oct. '67	9.23			137	26	Citizens' (Pittsburg)	230,480	166,000	56,300	7,700	144,008	53,180	24		50
31 Oct. '67	1.63			10	2	Easton & South Easton	22,422	24,500	500		4,971	428	2		25
31 Oct. '67	10.50					Frankfort and Philadelphia	138,267	99,635	50,000	11,664	15,786	loss.			60
31 Oct. '67	16.37			272	40	Frankford & Southw'k (Ph.)	766,491	491,650	200,000		296,142	66,995	6		80
31 Oct. '67	34.25			367	59	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	26		50
31 Oct. '67	5.40			120	25	Girard College (Phila.)	170,864	170,000			112,204	15,978	12		50
31 Oct. '67	4.84			197	33	Green & Coates st. (Phila.)	234,463	150,000	100,000		170,439	9,604	10		50
31 Oct. '67	2.00			15	5	Harrisburg City	57,948	41,995	9,750	2,248	9,777	loss.			25
31 Oct. '67	5.20			103	18	Lombard & South h. st. (Phila.)	162,957	90,000	60,200	7,900	66,529	13,046	25		50
31 Oct. '67	7.25			82	13	Oakland (Pittsburg & E. L.)		50,500	57,718	880	49,980	loss.			50
31 Oct. '67	3.00			9	3	Peoples, Luzerne County	34,800	34,800			4,600	2,382	100		
31 Oct. '67	7.08			277	45	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	226,044	53,011	10		60
31 Oct. '67	5.61			50	10	Philadelphia and Darby	250,419	160,000	89,000		38,871	9,452	124		20
31 Oct. '67	8.50			125	19	Philadelphia & Gray's Ferry	286,583	235,307			93,888	23,363	3		60
31 Oct. '67	8.75			163	23	Pittsb., Allegheny & Manch'r	146,995	110,000	35,600	24,916	138,501	22,495	10		60
31 Oct. '67	8.90			11	12	Pittsburg and Birmingham	82,906	76,000	10,000	10,000	74,852	21,550	11		60
31 Oct. '67	8.00			53	12	Ridge Avenue & Manyunk	179,638	126,500	63,300		40,799	6,725	2		50
31 Oct. '67	3.96					Schuylkill River (Phila.)	47,468	50,000							50
31 Oct. '67	19.50			489	72	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	408,156	106,448	184		50
31 Oct. '67	6.62			100	13	17th & 19th st. (Phila.)	114,368	130,000			60,627	11,284	44		50
31 Oct. '67	7.00			104	32	10th & 11th st. (Citizens')	176,049	192,750			131,728	22,160	31		50
31 Oct. '67	6.25			145	28	13th & 15th st. (Phila.)	uncertain				208,984	94,648			
31 Oct. '67	25.00			529	70	Union (Philadelphia)	764,927	400,000	300,000		366,348	42,591	74		60
31 Oct. '67	6.00			341	66	West Philadelphia	479,708	275,000	100,000		281,068	60,692	10		60
31 Oct. '67	4.13			13	4	Wilkesbarre and Kingston	70,285	49,800		8,500	12,119	7,423			25
31 Oct. '67	1.02			10	4	Williamsport	20,367	15,000	5,000	1,127	8,565	1,319			
MARYLAND.															
31 Dec. '62	21.00			340	60	Baltimore City	700,000	670,000		31,549	239,059	21,068			
OHIO.															
31 Dec. '62	5.00					Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81					Passenger (Cinc.)	69,387	50,000							

## PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	INTEREST		Principal payable	Market value
		Rate.	Pay- able.		
Broadway [Brooklyn]: Real Estate Mortgage	\$ 27,500	7	pc Months J. & J.	Year. Var.	p c
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	---
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	---
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	---	---
Brooklyn Centr. & Jamaica: 1st Mortgage	498,000	7	J. & D.	1870	---
Brooklyn City 1st Mortgage	170,000	7	J. & J.	1872	---
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	---
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	---
Cambridge: 1st Mortgage	150,000	6	J. & J.	1883	59
Central Park, East & North River: 1st Mortgage	650,000	7	J. & J.	1874	---
Citizens' Pittsburg]: 1st Mortgage	56,300	7	J. & J.	1870	---
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	---
Delaware County: 1st Mortgage	6,500	7	---	---	---
Dorchester: Real Estate Mortgage	5,000	6	---	---	---
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	---	---
Eight Avenue: 1st Mortgage	160,000	7	J. & J.	---	---
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1878	---
Frankford and Southwark: 1st Mortgage	134,500	7	J. & J.	---	---
Frankford and Philadelphia: 1st Mortgage	200,000	7	J. & J.	1869	107
Germanatown: 1st Mortgage	350,000	7	J. & J.	1869	---
Green and Coates St.: 1st Mortgage	100,000	7	J. & J.	1870	98
Harlem Br. Morris & Ford'm 1st Mortgage	124,000	7	J. & J.	---	---
Hestonville Mantua & Fair- mount: 1st Mortgage	183,600	7	J. & J.	1869	---
Hoboken and Weehawken: 1st Mortgage	60,000	7	M. & S.	1872	---
Lynn and Boston: 1st Mortgage [road]:	50,000	6	J. & J.	71-72	914
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	---	1880	91
Medford and Charlestown: 1st Mort. [Winter St. Br.]	9,500	6	---	---	---
Middlesex: 1st Mortgage	38,000	---	---	---	---
Malden & Melrose bonds.	56,971	---	---	---	---
Real Estate	6,000	---	---	---	---
Ninth Avenue: 1st Mortgage	112,000	7	---	---	---
North Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	---
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	---
" " O. & Newark	100,000	7	J. & J.	1880	---
2d Mortgage " "	100,000	7	J. & J.	1883	---
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1870	---
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	---
Pittsb. Alleg'h'y & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	---
Pittsburg & Birmingham: 1st Mortgage	10,000	7	J. & J.	1870	---
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	---
Quincy: Plain bonds	58,400	---	M. & S.	1868	---
Richmond and Schuylkill: 1st Mortgage	20,000	7	J. & J.	1870	---
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	---	---
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	---
Seeced and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	103
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	---
Real Estate bonds	430,000	---	---	---	---
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	90
Utica and Waterville: 1st Mortgage	100,000	7	---	---	---
Van Brunt, st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	---	---
West Hoboken & Hoboken: 1st Mortgage	60,000	7	M. & N.	1878	---
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	---

## NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.					*Indicates that no interest is paid.				
	Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.		Amounts outstanding.	Rate.	Interest Payable.	WHEN PAYABLE.
<b>National Securities, May 1, 1868.</b>					<b>Massachusetts—State Almshouse Loan.</b>	100,000	5	May & Nov.	1872
Loan of Jan. 28, 1847.....registered	3,683,242	6	Jan. & July.	1867	—S. Almsh. and State H. Loan	275,000	5	April & Oct.	73-74
Loan of March 31, 1848.....registered		6	" " "	1868	—Back Bay Land Loan.	220,000	5	May & Nov.	1882
—coupon	258,000	6	presentation. Due.	1868	—Lun. Hosp. (W. Mass.)	150,000	6	April & Oct.	1868
Texas Indemnity, of Sep. 9, 1850.....registered	20,000,000	5	Jan. & July.	1874	—Funding Loan	75,000	6	June & Dec.	1868
Loan of June 14, 1868.....coupon	7,022,000	5	" " "	1874	—Lun. Hosp. and State Prison.	172,000	6	" " "	70-72
Loan of June 22, 1860.....registered		5	" " "	1871	—Lun. Hosp. (W. Mass.)	94,000	6	Jan. & July.	1874
—coupon		5	" " "	1871	—Union Fund Loan	50,000	6	June & Dec.	1877
Loan of Feb. 3, 1861.....registered	18,418,000	6	" " "	1881	—Coast Defense Loan	600,000	5	Jan. & July.	77-78
—coupon		6	" " "	1881	—Bounty Fund Loan	888,000	5	" " "	1883
Oregon War Bonds of March 3, 1861.....yearly	1,016,000	6	July.	1881	—sterling	200,000	5	" " "	1893
Loan of July 17, 1861.....registered	264,246,200	6	Jan. & July.	1881	—Union Fund Loan	4,379,500	5	May & Nov.	1894
—coupon		6	" " "	1881	—War Loan (currency)	8,996,000	5	" " "	1894
Loan of Feb. 25, 1862 (5-20s).....registered		6	May & Nov.	1882	—Western R.R. Loan (sterling)	850,000	6	Jan. & July.	71-72
—coupon		6	" " "	1882	—Eastern R.R. Loan	2,150,000	6	Mar. & Sept.	71-88
Loan of March 3, 1864 (5-20s).....registered		6	May & Nov.	1884	—Southern Vermont R.R.	2,113,000	5	April & Oct.	68-71
—coupon		6	" " "	1884	—Troy and Greenfield R.R.	4,819,520	5	Jan. & July.	68-71
Loan of March 3, 1865 (5-20s).....registered		6	May & Nov.	1885	—(stg.)	275,000	5	April & Oct.	61-62
—coupon		6	" " "	1885		200,000	5	" " "	61-62
" " 2d series (5-20s).....registered		6	Jan. & July.	1886		985,500	5	" " "	68-90
" " 3d series (5-20s).....registered		6	" " "	1886		554,180	6	Jan. & July.	1878
Loan of March 3, 1864 (10-40s).....registered	188,925,400	6	Mar. & Sept.	1904	Michigan—Sault Canal Bonds	100,000	6	" " "	1878
—coupon		6	" " "	1904	—Renewal Bonds	216,000	6	" " "	1878
Pacific R.R. Bonds.....(currency)	23,983,000	6	Jan. & July.	85-97	—Two Million Loan Bonds	1,750,000	7	" " "	78-83
Treas'y Notes (7-30s) June 30, '61: 2d series	163,490,250	7.3	June & Dec.	1868	—War Loan Bonds	250,000	7	" " "	1886
(7-30s) Mar. 3, '55: 3d series	7,649,384	7.2	Jan. & July.	1868	—Bounty Loan Bonds	1,111,500	7	May & Nov.	1890
Matured Debt not presented	19,357,900		presentation.		Minnesota—State Building Loan	463,000	7	Jan. & July.	1877
Gold Certificates of Deposit	44,573,680		presentation.		—Railroad Loan Bonds	100,000	7	" " "	1883
Compound Interest Notes 1864-'65	356,144,727		At maturity.	3 yrs	Mississippi—State Bonds (Planters' Bank)	2,275,000	6	" " "	61-71
United States Notes (greenbacks)	28,330,000				—(Union Bank)	2,000,000	6	" " "	Var.
Three per cent. certificates	32,450,490				Missouri—State Bonds	622,000	6	Jan. & July.	62-83
Fractional currency	18,900,000				—Hannibal and St. Joseph R.R.	3,000,000	6	" " "	81-85
Navy Pension Fund					—Pacific R.R.	7,000,000	6	" " "	81-87
					—Southwestern R.R.	4,500,000	6	" " "	85-87
					—North Missouri R.R.	4,350,000	6	" " "	82-87
					—Iron Mountain R.R.	3,500,000	6	" " "	83-89
					—Cairo and Fulton R.R.	650,000	6	" " "	85-87
					—Platte County R.R.	700,000	6	" " "	1887
<b>State Securities, latest.</b>					New Hampshire—War Loan of July 1, 1861	1,194,100	6	Jan. & July.	67-78
Alabama—State Bonds.....coupon	168,000	5	May & Nov.	1872	— " " " Sept. 1, 1861	900,000	6	May & Nov.	64-69
— " " (extended) " "	1,941,000	5	" " "	1888	— " " " Oct. 1, 1861	609,500	6	April & Oct.	67-74
— " " (funded coup.) " "	437,860	5	" " "	1887	— " " " July 1, 1861	500,000	6	Jan. & July.	1870
— " " (sterling) " "	648,060	5	Jan. & July.	1876	New Jersey—War Loan of 1861 (free)	1,798,300	6	Jan. & July.	67-84
— " " " " " "	688,000	6	" " "	1876	— " " " 1863 ( " )	1,002,900	6	" " "	68-90
Arkansas—Bank Loan (real estate).....coupon	899,000	6	April & Oct.	1861	— " " " 1864	793,400	6	" " "	67-62
— " " (State Bank).....coupon	610,000	6	Jan. & July.	1868	New York—General Fund Bonds	706,000	7	J. A. J. & O.	1870
California—Civil Bonds of 1867.....coupon	3,727,500	7	Jan. & July.	1877	—Bounty Fund Bonds.....coupon	2,589,500	7	Jan. & July.	1877
— " " " " " " " "	128,500	7	" " "	1880	— " " " registered	27,725,500	7	" " "	1877
—Soldiers Relief Bonds.....coupon	1,448,500	7	" " "	83-84	—General Fund Bonds	1,159,780	6	" " "	pleas.
Connecticut—War Bonds of May, 1861.....coupon	2,000,000	6	Jan. & July.	71-81	— " " " " "	800,000	6	" " "	1868
— " " " " " " " "	2,000,000	6	" " "	72-82	— " " " " "	800,000	6	" " "	1878
— " " " " " " " "	2,000,000	6	" " "	1883	—Canal Fund Bonds	3,050,000	6	J. A. J. & O.	1871
— " " " " " " " "	2,000,000	6	April & Oct.	74-84	— " " " " "	6,000,000	6	" " "	1873
— " " " " " " " "	2,000,000	6	" " "	1885	— " " " " "	2,250,000	6	" " "	1874
Florida—State Bonds.....coupon	370,617	8	Jan. & July.	var.	— " " " " "	1,400,000	6	" " "	75-77
Georgia—State Bonds (Railroad).....coupon	274,000	7	various.	72-74	—General Fund Bonds	909,607	6	Jan. & July.	pleas.
— " " " (Act Mar. 12, '66)	3,030,000	7	Jan. & July.	1886	— " " " " "	442,960	6	May & Nov.	1868
— " " " (Railroad) " "	1,669,000	6	" " "	68-74	— " " " " "	900,000	6	Jan. & July.	1875
— " " " (Railroad) " "	734,000	6	Feb. & Aug.	78-86	— " " " " "	800,000	6	" " "	1878
— " " " (Sterling) " "	72,000	6	Mar. & Sept.	1869	— " " " " "	1,163,000	6	J. A. J. & O.	1871
Illinois—Ill. and Mich. Canal.....coupon	1,157,223	6	Jan. & July.	1870	— " " " " "	167,000	6	" " "	1874
— " " " " " " " "	1,226,937	6	" " "	1870	North Carolina—State Bonds	366,000	6	Various.	69-78
— " " " " " " " "	4,357,253	6	" " "	70-79	— " " " " "	8,334,000	6	Jan. & July.	81-90
— " " " " " " " "	948,910	6	" " "	1879	— " " " " "	650,000	6	April & Oct.	90-91
Indiana—State Bonds.....coupon	1,191,992	24	Jan. & July.	1868	— " " " " (new)	2,500,000	6	Jan. & July.	1868
— " " " " " " " "	3,829,856	6	" " "	1866	Ohio—State Bonds (Union Loan)	2,183,532	6	Jan. & July.	1868
— " " " " " " " "	308,000	6	May & Nov.	1868	— " " " " "	1,600,000	6	" " "	1875
Iowa—State Bonds.....coupon	180,000	7	Jan. & July.	1868	— " " " " "	4,095,309	6	" " "	1881
— " " " " " " " "	300,000	7	" " "	1881	— " " " " "	2,400,000	6	" " "	1886
Kansas—State Bonds.....coupon	99,845	6	Jan. & July.	1875	Oregon—State Bonds (Relief and Bounty)	218,674	7	Jan. & July.	1875
— " " " " " " " "	500,000	6	" " "	76-81	Pennsylvania—State Bonds.....coupon	4,998,000	7	Various.	77-82
Kentucky—State Bonds.....coupon	901,080	6	Jan. & July.	68-71	— " " " registered	5,083,052	6	" " "	68-70
— " " " " " " " "	1,421,000	6	April & Oct.	70-71	—Inclined Plane Bonds	400,000	6	April & Oct.	1879
— " " " " " " " "	416,000	6	May & Nov.	1870	—State Bonds, 1st series	92,850	5	Jan. & July.	1877
— " " " " " " " "	285,000	6	April & Oct.	67-73	— " " " 2d series	92,480	5	" " "	1882
— " " " " " " " "	638,000	6	various.	78-86	— " " " 3d series	720,983	5	" " "	1892
Louisiana—State Bonds (Banks).....coupon	4,832,953	6	Feb. & Aug.	68-86	— " " " 1st series	4,907,150	5	" " "	1877
— " " " (Railroads) " "	2,925,000	6	various.	69-99	— " " " 2d series	7,909,520	5	" " "	1882
— " " " (Schools, &c.) " "	665,000	6	Jan. & July.	1897	— " " " 3d series	9,270,017	5	" " "	1892
— " " " (Levees) " "	1,000,000	6	various.	1886	—Military Loan Bonds	2,000,000	6	Feb. & Aug.	1871
— " " " (New) " "	822,500	6	" " "	86-87	Rhode Island—State War Bonds of 1861	468,500	6	April & Oct.	1871
Maine—Mass. Land Debt of '63.....coupon	150,000	6	October.	67-72	— " " " " " 1862	1,196,000	6	Mar. & Sept.	1882
— " " " " " " " "	174,000	6	Mar. & Sept.	67-74	— " " " " " 1863	269,000	6	April & Oct.	1883
— " " " " " " " "	171,000	6	various.	75-78	— " " " " " 1864	778,000	6	Jan. & July.	1893
— " " " " " " " "	800,000	6	" " "	1871	South Carolina—Free Loan Bonds	917,000	6	Feb. & Aug.	1894
— " " " " " " " "	825,000	6	Mar. & Sept.	1883	—State Bonds (various)	798,898	6	J. A. J. & O.	68-70
— " " " " " " " "	475,000	6	Feb. & Aug.	1883	— " " " (new)	3,275,000	6	Jan. & July.	71-90
— " " " " " " " "	2,832,500	6	June & Dec.	1889	Tennessee—State Bonds	1,210,803	6	" " "	1887
Maryland—State Bonds (Balt. & Susq. R.R.)	315,000	3	J. A. J. & O.	1890	— " " " " "	1,949,480	6	April & Oct.	1865
— " " " (S. & T. W. Can.) sterl.	1,017,622	5	" " "	1885	— " " " " "	239,187	64	" " "	Var.
— " " " (Balt. & Ohio R.R.)	24,000	5	" " "	1880	— " " " " "	1,706,000	64	" " "	1869
— " " " (O. and O. Can.) sterl.	1,405,507	5	" " "	1889	— " " " " "	14,006,000	6	Jan. & July.	30 yrs.
— " " " (R.R. various) " "	120,000	5	" " "	1889	— " " " " " endorsement	2,207,000	6	" " "	Var.
— " " " " " " " "	159,974	5	" " "	80-90	— " " " " "	6,000,000	6	" " "	1882
— " " " " " " " "	3,277,359	5	" " "	1890	—New Bonds	1,567,500	6	June & Dec.	71-78
— " " " " " " " "	8,259,616	5	" " "	1890	Vermont—State War Bonds	1,865,000	6	Jan. & July.	long.
— " " " " " " " "	2,000,000	6	" " "	1870	— " " " (sterling new)	466,250	5	" " "	long.
— " " " " " " " "	1,000,000	6	" " "	1870	— " " " " " registered	108,000	5	" " "	long.
— " " " " " " " "	601,000	6	" " "	abt. 74	— " " " " " " "	21,869,398	6	" " "	long.
— " " " " " " " "	30,000	6	" " "	1885	— " " " " " " "	10,900,000	6	" " "	1876
— " " " " " " " "	429,558	6	" " "	1890	— " " " " " " " "	1,379,500	6	" " "	1886
Massachusetts—Funding Loan	15,000	5	June & Dec.	1868	— " " " " " " " "	489,300	6	" " "	1890
— " " " " " " " "	21,000	5	" " "	1870	— " " " " " " " "	89,000	6	" " "	1890
—General Statutes Loan	150,000	5	Jan. & July.	1870	Wisconsin—State Bond	406,100	6	Jan. & July.	77-89
—Funding Loan	17,000	5	June & Dec.	1872					



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1883	166,718	164,493	166,493	194,992	200,807	205,626	208,512	354,408	401,103	357,223	383,944	328,828	3,285,492
1884	288,445	247,211	482,840	355,045	472,483	410,800	498,882	596,584	541,481	675,446	634,243	676,345	5,828,335
1885	476,641	483,279	385,991	412,521	464,507	493,243	406,898	668,580	533,150	599,670	474,054	388,578	5,690,119
1886	377,852	390,190	489,556	407,018	465,102	383,399	400,560	461,879	483,177	483,917	474,184	360,641	5,167,371
1887	404,467	393,251	408,847	421,008	—	—	—	—	—	—	—	—	—
<b>Chicago and Alton:</b>													
1883	109,850	101,255	104,372	122,084	132,301	145,542	149,137	157,048	170,044	170,910	156,889	153,204	1,673,706
1884	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1885	280,508	275,283	299,063	268,480	322,278	355,270	335,985	409,251	401,280	367,956	307,019	238,624	3,440,092
1886	226,153	222,941	290,111	269,249	329,851	371,544	321,977	387,269	322,688	360,233	323,080	271,947	3,694,153
1887	343,787	157,832	235,961	282,165	335,510	342,258	354,244	415,982	408,999	426,762	359,102	339,169	3,892,861
1888	259,539	296,496	261,599	270,848	—	—	—	—	—	—	—	—	—
<b>Chicago, Rock Island and Pacific:</b>													
1883	140,024	130,225	122,512	126,793	144,095	170,937	139,142	160,306	210,729	216,030	198,435	201,134	1,959,267
1884	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,965	336,617	321,087	3,006,470
1885	305,554	246,331	299,408	196,680	234,612	321,818	244,121	306,231	399,489	307,523	270,078	201,770	3,815,514
1886	241,395	183,285	267,230	209,099	277,506	306,698	238,926	317,977	400,941	428,474	345,028	290,368	3,466,922
1887	292,647	224,621	272,454	280,283	251,916	261,483	274,500	404,600	568,403	558,300	415,400	351,600	4,165,512
1888	283,600	281,900	262,800	289,700	—	—	—	—	—	—	—	—	—
<b>Chicago and Northwestern:</b>													
1883	273,876	317,839	390,355	421,863	466,830	568,100	281,324	296,169	473,156	551,122	435,945	407,698	2,811,544
1884	541,005	452,164	499,296	468,359	586,623	747,944	702,691	767,508	946,707	932,632	754,671	647,842	7,976,490
1885	623,568	399,917	523,745	537,519	658,948	925,983	808,524	797,475	1,000,080	1,200,216	1,019,592	712,559	8,299,430
1886	696,147	674,664	765,399	774,279	898,712	899,357	800,325	1,038,824	1,451,284	1,508,583	1,210,387	918,083	11,532,848
1887	741,926	800,787	855,611	1,068,959	1,202,736	—	—	—	—	—	—	—	—
1888	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Des Moines Valley:</b>													
1883	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	60,588	73,140	50,298	580,271
1884	49,694	36,098	56,559	50,196	61,447	53,999	53,683	69,018	71,113	81,076	80,987	61,945	735,605
<b>Erie:</b>													
1883	845,095	859,949	956,445	948,059	848,783	770,148	731,243	637,092	516,801	985,294	1,024,649	1,055,321	10,469,481
1884	984,337	934,133	1,114,508	1,099,507	1,072,903	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,224,217	13,429,643
1885	1,001,007	947,146	1,265,566	1,458,455	1,133,451	1,177,572	1,302,180	1,331,040	1,336,615	1,438,689	1,522,472	1,429,764	16,424,775
1886	1,185,746	987,935	1,070,917	1,163,441	1,101,682	1,243,636	1,208,243	1,296,046	1,416,101	1,476,244	1,416,001	1,041,116	14,660,418
1887	1,061,920	917,639	1,139,528	1,217,143	1,122,140	1,118,781	1,071,312	1,239,024	1,444,745	1,495,716	1,421,581	1,041,646	14,189,300
1888	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Illinois Central:</b>													
1883	299,944	271,055	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,453	437,879	424,531	4,571,028
1884	327,900	416,588	459,762	425,797	468,373	610,100	423,578	640,179	799,286	661,391	657,141	600,492	6,329,447
1885	671,536	528,972	616,065	516,608	460,573	617,682	578,466	747,469	739,736	641,589	645,587	518,065	7,181,205
1886	603,063	506,360	505,466	411,005	569,360	567,679	480,626	578,253	671,348	661,971	588,219	504,066	6,564,741
1887	647,120	524,871	417,071	440,271	477,027	516,493	526,242	709,327	735,530	828,901	737,810	613,329	7,160,092
1888	519,855	458,089	409,640	467,164	—	—	—	—	—	—	—	—	—
<b>Marietta and Cincinnati:</b>													
1883	96,672	87,791	98,763	78,607	76,245	107,525	104,699	115,184	125,262	116,495	116,146	105,767	1,234,695
1884	90,411	85,447	84,351	81,181	96,583	103,873	98,043	106,921	104,866	118,504	112,952	123,802	1,201,239
1885	94,136	78,776	92,910	92,768	90,526	96,555	106,594	114,716	121,217	142,823	132,387	123,883	1,266,971
1886	92,433	81,539	98,482	105,461	—	—	—	—	—	—	—	—	—
<b>Michigan Southern &amp; Northern Indiana:</b>													
1883	248,784	230,508	567,227	268,613	264,085	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,545
1884	256,000	304,445	538,454	306,651	267,126	315,258	276,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1885	363,996	366,361	413,974	365,130	351,489	387,095	301,613	415,575	496,808	624,790	466,072	351,799	4,826,721
1886	312,846	277,264	412,715	415,970	418,024	384,684	388,568	384,401	429,177	496,665	429,646	352,215	4,650,328
1887	305,857	311,938	398,372	409,248	357,749	307,968	313,130	434,318	495,398	530,871	429,785	350,084	4,663,808
1888	392,021	383,535	381,497	455,983	400,486	—	—	—	—	—	—	—	—
<b>Michigan Central:</b>													
1883	242,073	245,858	236,432	228,496	236,453	206,221	183,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1884	252,435	278,948	348,302	338,276	271,553	265,780	263,244	346,781	408,445	410,802	406,510	376,470	3,970,946
1885	306,324	279,137	344,228	337,241	401,456	365,663	329,105	412,501	476,031	490,694	447,670	328,870	4,630,560
1886	232,439	265,790	337,158	345,737	366,196	335,083	324,968	359,606	429,181	498,640	414,604	308,669	4,260,116
1887	304,095	374,210	376,210	362,783	333,962	284,977	313,021	398,998	404,778	506,299	412,934	330,373	4,371,078
1888	343,516	304,516	326,580	415,768	—	—	—	—	—	—	—	—	—
<b>Milwaukee and St. Paul:</b>													
1883	340,511	301,275	262,039	316,389	—	—	—	—	—	—	—	—	—
1884	350,487	350,854	336,281	425,629	—	—	—	—	—	—	—	—	—
<b>New York Central:</b>													
1883	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	998,223	1,002,798	9,093,244
1884	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,550	1,079,551	1,041,522	1,046,401	1,157,819	11,069,853
1885	921,831	936,597	699,024	1,004,485	1,029,786	1,055,793	1,055,793	1,273,117	1,450,076	1,227,111	1,187,505	1,116,829	13,257,709
1886	967,869	613,361	956,650	1,246,734	1,255,521	1,132,701	1,162,024	1,495,753	1,624,434	1,520,339	1,436,561	1,117,853	14,676,128
1887	1,068,390	895,887	1,135,745	1,190,491	1,084,533	1,135,461	1,285,911	1,450,929	1,550,519	1,311,109	998,807	808,887	14,143,215
1888	901,571	845,853	1,076,778	1,237,286	1,093,731	984,566	1,101,693	1,385,916	1,752,678	—	—	—	—
<b>Ohio and Mississippi:</b>													
1883	210,329	200,466	309,261	260,444	224,963	223,242	268,177	302,596	332,400	278,008	346,243	276,950	3,311,077
1884	259,223	239,139	313,914	271,627	290,916	304,463	349,285	344,700	350,348	372,619	412,563	294,319	3,763,005
1885	267,541	246,109	326,236	277,424	283,130	263,926	247,262	305,544	278,701	310,762	302,426	291,613	3,580,583
1886	242,793	219,065	279,647	254,729	282,939	240,135	234,633	322,521	366,871	379,367	306,066	272,063	3,459,319
1887	211,973	231,351	265,906	252,149	—	—	—	—	—	—	—	—	—
<b>Philadelphia and Reading:</b>													
1883	192,216	217,101	244,423	253,674	283,996	254,285	388,725	414,707	448,994	463,873	466,567	454,826	4,088,831
1884	361,834	396,771	429,929	505,517	464,809	461,884	674,486	674,486	714,302	815,902	746,955	526,000	5,524,083
1885	436,742	632,786	617,021										

## AMERICAN RAILROAD BOND LIST.

) signifies that the road is in the hands of receivers. (r) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1887		1st General Mort	1,725,000	7	Jan. & July.	New York.	1898	90 1/2
Convert. (guar. by Dir.)	160,000	7			1888		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1896	80
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1884		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101 1/4
Albany and Susquehanna:							1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	95
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	96 1/2
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	3,000,000	7	"	"	1886	96 1/2
Atlantic and Gt. Western:							Funded Coupon Bonds	750,000	7	May & Nov.	"	1885	90 1/2
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N	"	1915	92
2d Mortgage	774,700	7	April & Oct.	"	1881		Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	75
1st Mortgage, Penn.	2,524,900	7	"	"	1877		Equipment Bonds	2,200,000	10	May & Nov.	"	1885-71	97
2d Mortgage	918,500	7	Jan. & July.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	82 1/2
1st Mortgage, Franklin Branch	340,000	7	June & Dec.	"	1882		Green Bay Extension Bonds	300,000	7	"	"	1886	75
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Flagg Trust Bonds	200,000	7	Jan. & July.	"	"	
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Buffalo Ext'n	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		3d Mortgage	500,000	8	"	"	1877	
Consolidated Bonds	16,338,500	7	Quarterly	London.	1890		Cincinnati and Zanesville:						
Atlantic and St. Lawrence:							1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886		Cleveland and Mahoning:						
Sterling Bonds (Coupon)	484,000	6	Nov. & May	London.	1878		1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	91
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	1887-70		2d Mortgage	587,000	8	March & Sept.	"	1876	
Baltimore and Ohio:							Hubbard Branch	105,800	7	"	"		
Maryland Sterling Bds of 1885	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888		Clev. Painesville and Ashtabula:						
Mortgage Coupon	1,744,500	6	April & Oct.	Baltimore.	1886	97 1/2	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
"	602,000	6	Jan. & July.	"	1880	97	2d Mortgage	1,000,000	7	"	"	1880	
"	894,250	6	Jan. & July.	"	1875	98	3d Mortgage	1,000,000	7	April & Oct.	"	1892	
"	821,381	6	Ja. Ap. Ju. Oc.	"	1887	98 1/2	Cleveland and Pittsburg:						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99 1/2	2d Mort. (M. L.) or 1st Extension	1,130,300	7	March & Sept.	New York.	1873	96
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,608,000	7	May & Nov.	"	1875	94
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,106,489	6	Jan. & July.	"	1892	80
Bellefontaine and Indiana:							Consol. S. F. Mort. (\$5,000,000)	135,000	7	May & Nov.	"	1900	92
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-99	90	Clev. Columbus and Cin.:						
2d Mortgage	433,000	7	"	"	1870	82 1/2	1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	1868-85	
Income bonds	87,000				1870		Cleveland and Toledo:						
Selvidere Delaware:							1st Mortgage	27,000	7	April & Oct.	New York.	1867	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82 1/2	2d Mortgage	126,000	7	June & Dec.	"	1872	
2d Mortgage	600,000	6	March & Sept.	Princeton.	1886	81	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	97
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	81	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1886	102
Boston Concord and Montreal:							Columbus and Indiana Central						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1866		1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d Mortgage	300,000	7	"	New York.	1865	100	2d mortgage	1,000,000	7	May & Nov.	"		
3d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95 1/2	Columbus and Xenia:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	100	Mortgage	248,000	6	March & Sept.	Columbus.	1890	
Sinking Fund	336,000	6	"	Boston.	1889	93	Connecticut River:						
Boston and Lowell:							Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100 1/2	Connecticut and Passump. Rivers:						
2d Mortgage	200,000	6	April & Oct.	"	1879	93	1st Mortgage	673,900	6	June & Dec.	Boston.	1876	96
Buffalo, Bradford and Pittsburg:							Cumberland Valley:						
1st Mortgage	1,760,000	7	Jan. & July.	New York.	1896		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105 1/2
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	96	Dayton and Michigan:						
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	87	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	83 1/2
Buffalo and State Line:							2d Mortgage	2,589,000	7	"	"	1881	87
1st Mortgage	600,000	7	April & Oct.	New York.	1866	98 1/2	3d Mortgage	642,000	7	"	"		
Income (1 in '99, 1 in '72)	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	169,500	7	"	"		
Special Erie and North-East	149,000	7	"	"	61-70		Dayton and Western:						
Burlington and Missouri:							1st Mortgage	289,000	7	March & Sept.	New York.	1882	80
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870		2d Mortgage	250,000	7	June & Dec.	"		40
Convertible bonds	600,000	7	Jan. & July.	"	1870		Delaware:						
Old Road bonds	121,160	7	"	"	93-80		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91 1/2
Camden and Amboy:							Guaranteed	100,000	6	"	"	1876	
English debt (S. F.) \$280,550	1,841,862	6	Semi-annual.	London.	1880		State Loan	170,000	6	"	"	1876	
American Loan	3,335	6	"	New York.	1864		Delaware, Lackawanna and W'n:						
Loan for \$600,000	210,600	6	"	"	1867		1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97 1/2
"	300,000	6	"	"	1870	98	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1876	96 1/2
"	875,000	6	April & Oct.	"	1875	93	2d Mortgage	1,665,000	7	March & Sept.	"	1881	98
"	1,700,000	6	Feb. & Aug.	"	1883	91 1/2	Des Moines Valley:						
"	867,000	6	May & Nov.	"	1889	91	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	97	Income	462,000	7	Jan. & July.	"	1884	80
Camden and Atlantic:							Detroit and Milwaukee:						
1st Mortgage Coupon	490,000	7	Jan. & July.	Cooper's Point	1872	90 1/2	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	83
2d Mortgage	498,000	7	April & Oct.	"	1879	75	2d Mortgage	1,000,000	8	"	"	1866	
Oswego:							3d Mortgage (convertible)	750,000	10	"	"	1863	
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
2d Mortgage	600,000	7	May & Nov.	"	1875	102	Construction bonds, 2d Div'n	660,000		"	"		
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	86 1/2	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
2d Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885	86 1/2	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97
1st Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101	1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju. Oc.	"	66-71	
2d Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6	"	"	1876	
4th Mortgage (S. F.)	1,805,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	87-90		Endorsed by State of Tennessee	139,480		"	"		
Central Pacific of California:							Mortgage (ordinary)	780,490		"	"		
1st Mortgage	7,886,000	6	Jan. & July.	New York.	1896	100	East Tennessee and Virginia:						
Convertible bonds	1,500,000	7	"	"	1883	110	State of Tennessee Bonds	1,999,000	6	"	"		
Cheshire:							Endorsed by State of Tennessee	185,000		"	"		
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-80	96 1/2	1st Mortgage (after State)	74,000		"	"		
Chicago, Burlington & Quincy:							2d Mortgage bonds	14,300		"	"		
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	113	Elmira and Williamsport:						
" " " " " " " "	3,123,000	8	"	"	1883		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Plain Bonds, dated Sept. 20, 1860	690,000	7	March & Sept.	"	1890		Five per cent bonds	670,000	6	Apr. & Oct.	"		60
2d Mortgage, inconvertible	941,000	4 1/2	July	Frankfort O. M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1867	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Central Military Trust, 2d Mort.	14,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
C. B. & Q. Scrip	413,250	7	Jan. & July.	Frankfort O. M.			Mortgage Bonds	1,099,000	7	May & Nov.	New York.	1869	
Chicago and Alton:							Mortgage Bonds	160,000	7	Feb. & Aug.	"	1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	103	Florida:						
1st Mortgage pref. S. F.	444,000	7	May & Nov.	"	1877	102 1/2	Internal Improvement (State)	1,055,000	7 1/2	"	"	1891	
Income Bonds	1,700,000	7	April & Oct.	"	1883	92 1/2	Free Land, 2d Mortgage	1,400,000	8	"	"	1901	



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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.							Memphis and Charleston						
Internal Improvement (State)	\$300,000	7			1891		State (Tenn.) Loan	\$1,595,580	6	Jan. & July.	New York.	1892	
Free Land, 2d Mortgage	200,000	8			1891		1st Mortgage	1,264,000	7	May & Nov.	"	1890	
Galena and Chicago Union:							2d Mortgage	1,000,000	7	Jan. & July.	"	1895	70
1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	1014	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,173,000	7	May & Nov.	"	1875	99	1st Mortgage Sterling	487,489	6	Jan. & July.	London.	1872	
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage (convertible)	500,000	8	March & Sept.	"	1899	
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar	1,777,000	8	"	N.Y. & Boston	1899	110
Great Western, Ill.:							1st Mortgage (convert.) Dollar	283,000	8	April & Oct.	"	1892	113
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	100	1st Mortgage (S. F.) convertible	4,331,500	8	"	"	1882	113
" Eastern	45,000	7	Feb. & Aug.	"	1888		Mich. Southern and N'n Indiana:						
1st Mortgage whole line	2,500,000	7	"	"	1888	88	Northern Indiana, 1st	640	7	Feb. & Aug.	New York.	1861	
2d Mortgage	2,500,000	7	May & Nov.	"	1893	79	Goshen Air Line	637,000	7	Feb. & Aug.	"	1893	97
Hannibal and St. Joseph:							Detroit and Toledo	924,000	7	"	"	1876	95
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	72-78	89	1st General Mortgage (S. F.)	4,788,000	7	May & Nov.	"	1885	100
Land Security	3,344,000	7	April & Oct.	"	1881	96	2d General Mortgage	2,693,000	7	"	"	1877	95
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	Milwaukee and St. Paul:						
Harrisburg and Lancaster:							1st Mortgage	4,593,000	7	Feb. & Aug.	New York.	1898	95
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	91	2d Mortgage	1,500,000	7	April & Oct.	"	1884	89
Hartford and New Haven:							Real Estate Purchase	135,500			"	1874	
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and Prairie du Chien:						
Houston and Texas Central:							1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	89
State (1st Lien) Loan	210,000						Minnesota and Pacific						
Mortgage	125,000	7			1866		Real Estate	1,200,000	7	Jan. & July.	"	1892	61
Hudson River:							Mississippi Central:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	1024	1st Mortgage	1,246,000	7	May & Nov.	New York.		
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	106	2d Mortgage	1,617,000	8	Feb. & Aug.	"		
3d Mortgage	1,840,000	7	May & Nov.	"	1875	101	Mississippi Central and Tenn.:						
Convertible	1,002,000	7	"	"	1867	101	State (Tenn.) Loan	529,000	6				
Illinois Central:							Mississippi and Missouri:						
Optional Right Bonds	28,000	7	Jan. & July.	New York.	1863		1st Mortgage (convertible)	1,000,000	7		New York.		
Construction	5,090,500	7	April & Oct.	London.	1875		2d Mortgage (S. F.)	400,000	8		"		
Construction	2,499,000	6	"	New York.	1875	115	1st Land Grant	3,612,000	7		"		
Redemption bonds	2,563,000	6	"	"	1890		Mississippi and Tennessee:						
Sterling Redemption bonds	363,000	6	"	London.	1875		Tennessee State Loan	167,800	6	Jan. & July.	New York.	1885	
Illinois and Southern Iowa:							1st Mortgage	600,000	6	"	"	1876	
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74	Income Bonds	297,500	10	"	Memphis.	1870	
Indiana Central:							Mobile and Ohio						
1st Mortgage	264,000	10	Jan. & July.	New York.	1870	100	Tennessee State Bonds	1,000,100	6	Jan. & July.	New York.	1882	
Indianapolis and Cincinnati:							Sterling (1st mort.) Bonds	4,187,000	8	"	London.		
1st Mortgage	500,000	7	Jan. & July.	New York.	1888	91	Income Bonds of 1861	146,200	8	"	N. Y. & Mob.	1861	
1st Mortgage and Cleveland:							" " " " " "	625,700	8	"	Mobile.	62-06	
2d Mortgage	650,000	7	Jan. & July.	New York.	1870		" " " " " "	76,842	8	"	"		
Indianapolis and Madison:							Mongomery and West Point:						
1st Mortgage	347,000	7	"	"			Mortgage (due 1863 and '65)	29,500	6			63-05	
Indianapolis and Madison:							Bonds	61,500	8			1866	
Jeffersonville:							Bonds	100,000				1870	
1st Mortgage	187,000	7	March & Sept.	New York.	1861	85	Bonds	299,200				1876	
2d Mortgage	392,000	7	April & Oct.	"	1873	86	Bonds	639,500				1881	
Joliet and Chicago:							Morris and Essex:						
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101	1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
Joliet and N. Indiana:							2d Mortgage	1,500,000	7	Feb. & Aug.	"		89
1st Mortgage (guar.)	800,500	8	Jan. & July.	New York.	1874		Muscoogee:						
Kennebec and Portland:							1st Mortgage	249,000	7				
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		Nashville and Chattanooga:						
2d Mortgage	230,000	6	"	Augusta.	1861		Mortgage (State endorsed)	1,500,000					
*Kentucky Centr. (Gov. and Lex.)							Naugatuck						
1st Mortgage	160,000	6					1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	
2d Mortgage	260,000	6					*New Albany and Salem:						
3d Mortgage (convertible)	1,000,000	7					1st Mortgage	2,235,000	6				
Lehigh Valley:							N. Hav., N. Lond. and Stonington:						
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95	2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
La Crosse and Milwaukee:							Extension Bonds	116,000	6	May & Nov.	"	1873	
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		New Haven and Northampton:						
Lackawanna and Bloomsburg:							1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		1st Mortgage (H. & Hamp.)	105,000	6				
Lexington and Frankfort:							New Jersey:						
Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	69-74		Company's (various)	850,000	6	Semi-annually.	New York.	var.	
Little Miami:							New London Northern:						
Mortgage (coupon)	1,459,000	6	May & Nov.	New York.	1883	100	1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Long Island:							Extension Bonds	72,500	6	March & Sept.	"	1885	
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	92	N. Orleans, Jackson and Gt. North:						
1st Mortgage	500,000	6	"	"	1870		1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890		2d Mortgage Bonds	241,000					
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893		N. Orleans, Opelousa, and Gt. West:						
Long Dock Co.:							Louisiana State Loan	650,000	6				
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98	New Orleans City Subscription	1,500,000	6				
Louisville and Frankfort:							1st Mort. Construction	1,730,600	8			1899	
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		New York Central:						
1st Mortgage	120,000	6	"	"	68-78		Premium (S. F.) Bonds	6,189,954	8	May & Nov.	New York.	1883	95
Louisville and Nashville:							Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	"	1876	104
1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	68-77		Exchanged S. F. Bonds	694,000	6	May & Nov.	"	1883	
Lebanon Branch 1st Mortgage	600,000	7	"	"	80-85		" " " " " "	77,000	6	"	"	1883	
Memphis Branch 1st Mortgage	267,000	7	"	"	70-75		Real Estate (S. F.) Bonds	166,000	6	"	"	1893	
Bardonia and Louisville	80,000	7	"	"	1870		Real Estate Bonds & Mortgages	181,315	7	var.	"	var.	
City of Louisville bonds	1,074,000				86-87		" " " " " "	45,550	6	"	"	1883	
Louisville, Cin. and Lexington:							Bonds of Aug. 1859, Convertible	458,000	7	Feb. & Aug.	"	1876	127
1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July.	New York.	1897	36	Bonds of Oct. 1863, (S. F.)	2,900,000	8	June & Dec.	"	1897	97
Maine Central:							New York and Erie						
Loan \$1,100,000	1,092,900	6			80-81		1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	1024
Loan \$400,000	314,100	6			70-71		2d Mortgage	4,000,000	7	March & Sept.	"	1879	101
McMinnville and Manchester:							3d Mortgage	6,000,000	7	"	"	1883	96
State (Tenn.)	372,000	6					4th Mortgage	4,451,000	7	April & Oct.	"	1880	90
Mortgage	24,000	7					5th Mortgage	925,500	7	June & Dec.	"	1888	90
Marietta and Cincinnati:							Buffalo Branch	186,400	7	Jan. & July.	"	1891	
1st Mortgage Bonds	2,368,338	7	Feb. & Aug.	Baltimore.	1891	92	Sterling Bonds	3,875,520			London.	1876	
1st Mortgage Sterling	1,000,000	7	"	"	1891		New York and Harlem:						
2d Mortgage							1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	100
Scioto and Hooking Val. R. mort.	300,000	7	May & Nov.	"	1888	72	Consolidated	1,000,000	7	Feb. & Aug.	"	1893	100
Memphis, Clarksv. and Louisv.							2d Mortgage	980,800	7	Jan. & July.	"	1867	94
State (Tenn.) Loan	910,000	8					New York and New Haven:						
Memphis and Ohio							Mortgage Bonds Coupon	1,688,500	6	April & Oct.	New York.	1876	95
State (Tenn.) Loan	840,000	8					N. York, Providence and Boston						
							1st Mortgage	500,000		Feb. & Aug.	New York	1873	

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest				Description	Amount	Interest	Interest			
			When payable	Where payable	Due	Price				When payable	Where payable	Due	Price
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$889,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond	'76-'78	
North-Eastern (S. C.):							Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	68 1/2
1st Mortgage	700,000	7	March & Sep.	Charleston	1869		Mortgage (Registered)	504,000	7	"	"	1873	68
2d Mortgage	145,000	7	"	"	1868		Richmond and Petersburg:						
Prof. Stock (sec'd 2d mortg'ds)	155,000	8	May & Nov.	"	1873		Mortgage bonds	180,500	7	June & Dec.	Petersburg	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg	1870	
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore			Rome, Watertown and Ogdensb.:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95	1st Mortgage (S. F.)	530,000	7	June & Dec.	New York	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871		Rutland and Burlington:						
Y. and O. guar. by Balt. 3d Mort.	600,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1883	144
Northern Central, 2d Mort.	2,500,000	6	Jan. & July	"	1885	84 1/2	2d Mortgage	937,500	7	"	"	1883	80
North. Cen., 3d Mort. (\$2,500,000)	1,064,500	6	April & Oct.	"	1900	85	3d Mortgage	440,000	7	"	"	1863	8
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	92 1/2	1st Mortgage	400,000	10	Jan. & July	New York	1875	118
Chattel Mortgage	380,000	10	"	"	1887	110	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston	1874	94	1st Mortgage	981,000	7	Feb. & Aug.		1900	
Norwich and Worcester:							3d Mortgage	148,000	7	"		1875	
Mass. State Loan	185,000	6	Jan. & July	Boston	1877		Six per cents	75,972	6	"		1878	
Bonds for Dividend Scrip	59,000	7	"	New York	1874		Sand'sky, Mansfield and N'wark:						
Steamboat Bonds	70,500	7	Feb. & Aug.	"	'03-'70		1st Mortgage	1,200,000	7	Jan. & July	New York	1886	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July	New York	1872	95	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western	850,000	7	"	"	1872		3d Mortgage	71,000	7	"		1870	
2d Mortgage—Western	750,000	7	"	"	1874		Registered Convertible	128,993	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York	1866		State Loan	187,000	6	"		1868	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July	"	1875		Domestic Bonds	284,500	6	Jan. & July		'73-'74	
3d Extension	570,500	8	May & Nov.	"	1873	70	Domestic Bonds	643,500	7	April & Oct.		'69-'71	
Ogdensburg & Lake Champlain:							Steril. Skg. P'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July	London	1886	
1st Mortgage	1,267,100	7	April & Oct.	Boston	1869	100	Do. do.	273,167	5	Jan. & July	Charleston	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	388,000	6	Jan. & July	Oswego	'70-'80		1st Mortgage	500,000		"			
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July	New York	'03-'70	68 1/2	1st Mortgage	437,000		"	Macon	'75-'85	
Panama:							Steuern. and Ind. (P. C. and O.):						
1st Mortgage Sterling	416,000	7	April & Oct.	London	1870		1st Mortgage	1,500,000	7	Jan. & July	Philadelphia	1870	70
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	100
Peninsula:							St. Louis, Alton & Terre Haute:						
1st Mortgage	1,075,000	7	March & Sept.	New York	1898	90	1st Mortgage (series A)	1,100,000	7	Jan. & July	New York	1894	94
Pennsylvania:							" (series B)	1,100,000	7	April & Oct.	"	1894	94
1st Mortgage	4,980,000	6	Jan. & July	Philadelphia	1880	103	2d " (series C)	1,400,000	7	Feb. & Aug.	"	1894	84 1/2
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98 1/2	" (series D)	1,400,000	7	May & Nov.	"	1894	80 1/2
2d Mortgage Sterling	2,283,840	6	"	London	1875		" Income (series E)	1,700,000	7	"	"	1894	80 1/2
State Works Bonds	6,700,000	6	Jan. & July	Harrisburg	1894	102	St. L. Jacksonv. and Chicago:						
Penobscot and Kennebec:							1st Mortgage	1,372,000	7	April & Oct.	New York	1894	
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston	'74-'75		St. Paul and Pacific 1st Division:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
Petersburg and Lynchburg (S. Side):							1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July		1892	
1st Mortgage ('70-'75)	800,000	6	Jan. & July	Petersburg	'70-'75		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
2d Mortgage (1882-'70-'72)	314,900	6	"	"	'02-'72		Toledo, Peoria & Warsaw:						
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Mortgage	1,600,000	7	June & Dec.	New York	1894	84 1/2
Last Mortgage (1863 to 1869)	42,000	8	"	"	'03-'69		Toledo, Wabash and Western:						
Phila. German'n and Norris'n:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York	1890	64
Convertible Loan	292,500	6	Jan. & July	Philadelphia	1885		1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890	64
Philadelphia and Erie:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	83 1/2
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia	1877	100 1/2	2d M. (Wabash and Western)	1,600,000	7	"	"	1878	83 1/2
1st Mortgage (general)	5,000,000	6	"	"	1881	91 1/2	Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	"	1871	86 1/2
2d Mortgage	3,000,000	6	"	"	1885	80 1/2	Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York	1883	73
3d Mortgage	4,000,000	6	"	"	1901		Consol. mort. (T. W. & W.)	1,880,000		"			
Philadelphia and Reading:							Vermont Central:						
Bonds of 1886 (unconvertible)	182,400	5	Jan. & July	Philadelphia	1880		1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	77 1/2
" 1849, "	2,555,400	6	April & Oct.	"	1870	102	2d Mortgage Coupon	1,500,000	7	Jan. & July	"	1867	35
" 1861, "	106,000	6	Jan. & July	"	1871	96	Vermont and Massachusetts:						
" 1843, "	1,525,800	6	"	"	1880	94 1/2	Mortgage Bonds	924,905	6	Jan. & July	Boston	1883	65
" 1844, "	804,000	6	"	"	1880	94	Virginia Central:						
" 1845, "	101,000	6	"	"	1880	94	Mort. guaranteed by State of Va.	100,000	6	Jan. & July	Richmond	1880	
" 1849, "	67,000	6	"	"	1880	94	Mortgage (coupons)	205,500	5	"	Rich'm'd	1873	
" 1857, (convertible)	171,500	6	"	"	1886	96	Mortgage (coupons)	983,000	6	"	New York	1884	
" 1880, "	288,000	7	"	"	'72-'77		State Loan 1859-'60	210,000	6	"	Richmond		
Phila., Wilmington and Baltimore:							Coupon bonds of 1865	53,000	8	"		1876	82 1/2
Mortgage Loan	411,000	6	Jan. & July	Philadelphia	1884	97	Funding Interest bonds	185,089	8	"	"	'70-'77	
Pittsburg and Connellsville:							Dividend bonds	121,227	6	"	"	'65-'76	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74 1/2	Virginia and Tennessee:						
Pittsburg, Ft. Wayne and Chicago:							1st Mortgage	494,000	6	Jan. & July	New York	1872	
1st Mortgage (series A)	875,000	7	Jan. & July	New York	1912	108	2d Mortgage	23,500	6	"	"	1878	
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	3d or Income Mortgage	314,500	6	"	"	1865	55
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	Enlarged Mortgage	598,900	6	"	"	1884	
" (series D)	875,000	7	April & Oct.	"	1912	"	Warren (N. J.):						
" (series E)	875,000	7	May & Nov.	"	1912	"	1st Mortgage	600,000	7	Feb. & Aug.	New York	1875	
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	Warwick Valley, N. Y.:						
2d Mortgage (series G)	800,000	7	Jan. & July	"	1912	99 1/2	1st Mortgage	85,000	7	April & Oct.	New York	1880	94
" (series H)	800,000	7	Feb. & Aug.	"	1912	"	Watertown and Rome:						
" (series I)	800,000	7	Mar. & Sept.	"	1912	"	Mortgage (new bonds)	709,500	7	March & Sept.	New York	1880	
" (series K)	800,000	7	April & Oct.	"	1912	"	Western (Mass.):						
" (series L)	800,000	7	May & Nov.	"	1912	"	Sterling (£299,900)	4,319,520	5	April & Oct.	London	'63-'71	
" (series M)	800,000	7	June & Dec.	"	1912	"	Dollar Bonds	936,500	6	"	Boston	1875	68
3d Mortgage	2,000,000	7	April	"	1912	98	West Jersey:						
Bridge Bonds	153,000	7	May & Nov.	Philadelphia	1876		1st Mortgage	238,000	6	March & Sep.	Camden	1883	95
Pittsburg and Steubenville:							2d Mortgage	780,000	7	"	Philadelphia	1896	
1st Mortgage	1,000,000	7	Feb. & Aug.	New York	1881	75	Western Maryland:						
Potomac and Watertown:							1st Mortgage	596,000	6	Jan. & July	Baltimore	1890	80
1st Mortgage guaranteed	521,500	7	June & Dec.	New York	64-'74		1st Mortgage guaranteed	200,000	6	"	"	1890	94
Quincy and Toledo:							Western Pacific:						
1st Mortgage	530,000	7	May & Nov.	New York	1890	80	1st Mortgage		6	June & Dec.	N.Y. & Lond.	1895	
Raleigh and Gaston:							Western Union: 1st mort.	3,155,400	7	Feb. & Aug.		1896	
Coupon	100,000						Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	596,000	7	June & Dec.	New York	1886	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York	1883		2d Mortgage	200,000	7	May & Nov.	"	1873	
2d Mortgage	250,000	7	"	"	1883		Income Bonds	160,000	7	March & Sept.	"	1884	
Equipment Bonds	296,000	7	"	"	1876		Wilmington and Weldon:						
Richmond, Fred. and Potomac:							Sterling Bonds	576,837	6	"	London	1881	
Sterling (£267,000)	324,000	6	"	"	1890			179,777		"		1886	



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.			Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.				Price of	
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Passenger Cars.		Freight, etc.	Property and Assets.			Liabilities.			Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		
									Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.				Gross.		Net.
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. a.	
ALABAMA.																				
30 Jun. '80	65.0				50.6		Alabama and Florida	1,451,336			877,953	508,500	105,255	1,515,704	54.0		101,102	87,806		
30 Feb. '80	30.3				58.1	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,032	518,965	30.3		56,791	31,852	
31 May '80	109.6				57.8	11	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,087,006	777,777	240,485	2,476,023	109.6		207,026	111,232	
30 Jun. '80	87.0				171.3			Mobile and Girard	1,500,000						57.0	236,791	76,773	21,006		
31 Dec. '80	469.8	18.6			49.4	21	263	Mobile and Ohio	9,258,002	2,189,502		3,615,400	7,661,831	1,591,891	17,922,559	482.5	8 mo.	1,324,847	642,490	
30 Feb. '81	88.6	28.4			21	12	123	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,700	288,751	3,065,586	116.9	170,707	449,007	189,402	
ARKANSAS.																				
1 Nov. '88	38.5			107.5				Memphis and Little Rock	563,377			351,524	446,000	10,725	811,949					
CALIFORNIA.																				
30 Dec. '80	22.5							Sacramento Valley	1,463,850			798,360	700,000		1,498,360	22.5		230,251	104,894	
CONNECTICUT.																				
31 July '85	23.8		1.9		6	5	47	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000			23.8	53,365	103,333	26,249	8
31 Jan. '86	122.4		17.7	75.1	18	20	310	Hartford, Provid. and Fitchburg	3,902,356	302,511		2,037,940	1,936,740			122.4	319,433	644,728	166,789	
31 Aug. '87	61.4	10.2	66.9		25	42	434	Hartford and New Haven	3,238,932	254,000	1,408,095	3,006,000	927,000	104,183	4,946,027	75.2	546,113	1,085,334	592,233	13
31 Dec. '85	74.0		8.9		10	12	261	Housatonic	2,439,775		847,819	2,006,000	292,500	150,948	2,787,594	124.0	192,989	478,095	65,463	68
31 Dec. '85	57.0		2.0		8	11	188	Naugatuck	1,465,639			1,100,000	295,000	34,066		62.0	150,074	419,469	135,922	10
30 Feb. '86	50.0		2.6		8	10	30	N. Haven, N. London and Ston.	1,454,040			738,593	766,000			62.0		67,143	10,000	
30 Nov. '87	93.0	5.8	10.0		5	3	33	New Haven and Northampton	2,551,142			1,394,000	650,000	142,167	2,551,142	30.0	52,463	82,195	10,000	2
30 Nov. '87	100.0				15	13	316	New London Northern	1,402,267		173,848	986,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8
31 Mar. '87	61.3	1.0	63.8		35	68	410	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,979,500	255,046	8,272,133	117.4	787,826	2,068,260	704,016	10
30 Nov. '87	59.4	7.0	9.6		20	19	491	Norwich and Worcester	2,463,983	149,711	642,862	2,363,600	629,500	9,172	3,380,357	90.4	864,521	680,438	204,086	8
DELAWARE.																				
31 Oct. '00	84.3		10.7					Delaware	1,552,257			406,132	570,000	271,877	1,607,634	84.3	136,531	138,970	41,406	
31 Oct. '02	16.2							Newcastle and Frenchtown	704,860		18,535	744,520		5,024	749,544	5.0		27,283	10,390	9
FLORIDA.																				
30 Apr. '00	154.2			150				Florida												
30 Apr. '00	32.0		3.0	13.0	3	1	6	Florida and Alabama	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,817	2,535	
30 Apr. '00	59.9		6.0					Fla. Atlantic and Gulf Central												
30 Apr. '00	100.0	3.9	10.0	163.5				Pensacola and Georgia								29.4				
GEORGIA.																				
30 Jun. '87	86.7				18	6	88	Atlanta and West Point	1,290,079		145,554	1,232,200	55,500	56,576	1,346,632	86.7		591,477	68,880	31
30 Dec. '00	92.6		8.7	70.9				Atlantic and Gulf—M. Trunk												
31 Dec. '00	63.0							Augusta and Savannah	1,032,300			733,700	129,500			63.0		168,988	95,612	
30 Apr. '00	43.5		23.7					Brunswick and Florida	755,000			751,387				43.5				
30 Nov. '06	191.0				49	31	501	Central of Georgia (and Bank)	4,472,000		1,849,923	4,696,800	756,000	183,940	6,696,956	29.0		1,734,749	359,214	
31 Mar. '07	171.0	71.0			40	25	407	Georgia (and Bank)	4,158,000		1,999,361	4,156,000	386,000	241,932	7,176,281	242.0		1,136,142	246,556	61
30 Nov. '00	102.5				19	16	171	Macon and Western	1,500,000			1,500,000		12,295	1,658,976	102.5	236,241	404,618	212,676	
31 July '05	59.0				7	2	107	Muscogee	774,244	102,534		669,950	249,000		1,026,368	50.0		202,714	110,516	8
1 May '06	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	62,374		1,275,901	10,200	180,621	1,475,140	71.6				
31 July '07	106.1	100.8	16.2		19	20	257	South Western	3,388,131	414,196	53,395	3,202,900	437,000	146,067	3,855,721	228.8	306,335	1,006,958	332,551	9
30 Sep. '09	138.0				52	24	705	Western and Atlantic	5,901,497			built and owned by State.				138.0		832,343	454,541	
ILLINOIS.																				
31 Dec. '07	280.0				72	34	321	Chicago and Alton	10,276,004		1,306,708	6,311,982	3,944,000	402,973	11,583,307	280.0	1,672,905	3,892,861	1,743,735	10
30 Apr. '07	317.0	83.0		47.0	119	55	2,438	Ohio, Burlington and Quincy	13,248,711	2,956,327	2,758,986	10,399,010	5,458,250	305,542	18,967,024	400.0	2,421,566	6,144,862	2,793,463	20
31 May '07	661.4	661.4	30.0		248	133	5,456	Chicago and Northwestern	41,871,570		3,992,752	38,921,021	16,251,000	1,123,470	45,944,322	1.152		10,161,735	2,226,967	70
31 Mar. '07	181.8	181.5		42.1	92	46	1,504	Chicago, Rock Isl. and Pacific	15,318,822		3,192,940	9,100,000	3,146,524	685,486	18,506,768	409.5	1,621,307	3,674,034	1,613,939	10
31 May '08	174.5	5.5	14.3		21	23	504	Great Western	1,648,561			1,648,561	2,350,000		4,214,342	108.0		742,097	377,476	9
31 Dec. '07	454.8	252.5			150	94	3,776	Dallas Central	31,328,473		10,333,807	23,415,780	10,544,500	41,582,269	708.5	3,768,216	7,100,992	3,613,536	10	
31 Dec. '07	111.0			112	21	8	311	Toledo, Peoria & Warsaw	6,456,555	600,700	79,013	8,675,118	2,878,000	229,004	7,138,269	111.0	297,509	764,463	187,906	160
31 Dec. '07	196.0	14	12.2		46	30	1,092	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	200.0		2,207,981		48
INDIANA.																				
31 Aug. '05	224.0				41	23	765	Chicago and Great Eastern			125,587	4,390,000	5,000,000			224.0				36
31 Aug. '05	182.0				14	10	187	Evansville and Crawfordville	2,312,344	288,255		1,142,334	1,240,000	4,562	2,736,187	132.0	246,145	559,128	246,720	
31 Dec. '02	72.4				19	17	236	Indiana Central	1,667,039	274,061	26,641	611,050	1,254,500	15,900	2,102,761	109.0		442,863	155,541	
31 Dec. '04	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,382,284	140,689	3,458,108	110.0		448,858	230,834	
31 Dec. '04	84.0				15	---	---	Ind., Pittsburg and Cleveland	2,735,556		240,222	1,372,000	997,000	106,879	2,975,578	84.0	334,539	771,793	607,332	27
1 Dec. '06	78.0		11.0		17	14	201	Jeffersonville	1,649,518		275,334	1,015,907	621,000		2,176,228	108.0	312,669	527,865	285,156	
31 Mar. '06	88.0	46.0	3.0		17	10	263	Indianapolis and Madison	1,464,347			819,900	640,000		1,538,768	132.0		315,172	117,941	6
30 Nov. '06	73.0				28	23	675	Louis, N. Albany & Chicago	5,000,000			2,800,000	3,000,000	2,000,000	6,000,000	288.0		648,527	371,402	80
30 Nov. '06	73.0				28	23	675	Terre Haute and Indianapolis	1,985,150		991,131	1,983,150	5,000	162,285	2,979,281	73.0	448,884	1,049,720	297,126	12
IOWA.																				
30 Apr. '06	75.5																			



RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Feet in progress or projected.	Engines.	Cars.			Property and Assets.	Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.			
						Passenger.	Freight, etc.			Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.								Bonded and Mortgage Debt.	Other Liabilities.	
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	P. c.				
MAINE.																							
30 Nov. '62	55.0				6	4	74	Androscoggin	1,050,000			151,833	444,098	205,584	767,581	63.5	76,844	79,761	43,461				
30 Jun. '63	148.0		25.0		41	17	349	Atlantic and St. Lawrence	7,654,086			2,494,900	3,471,590	1,985,870	7,962,380	149.0	978,875	1,116,113	177,878				
31 Dec. '63	63.0	9.5	8.0		12	11	120	Portland and Kennebec	3,000,000			1,000,000	2,000,000		3,000,000	109.5	309,481	612,118	177,423				
31 May, '65	99.7	9.5			13	15	233	Maine Central	4,212,201			57,091	1,447,090	7,733,800	120,597	4,301,467	109.2	171,568	489,592	219,302			
31 May, '67	51.3				14	4	157	Portland, Saco and Portsmouth	1,350,184			498,435	1,500,000		1,858,669	51.8	227,394	529,335	230,825				
MARYLAND.																							
30 Sep. '65	279.6	7.2			243	164	4,549	Baltimore and Ohio	21,450,821	3,821,755	13,010,717	16,151,962	9,756,011	1,090,221	43,083,124	286.8	3,788,322	10,085,706	4,437,983	10	121		
30 Sep. '66	30.0							Washington Branch	1,650,000			1,650,000			2,558,018	39.0	684,943	916,286	560,992	10	127		
31 Dec. '67	138.0	4.0	25.0		99	66	4,190	Northern Central	9,667,415	1,648,096	1,747,611	4,648,900	5,764,500	1,812,648	13,063,151	326.0		3,690,968	1,212,159	8	4		
MASSACHUSETTS.																							
30 Nov. '67	111.0	19.5	9.8	209.5	18	12	176	Boston, Hartford & Erie	19,242,081			14,884,000	6,093,350	1,638,057	25,210,407	180.5	297,687	369,577	50,770	15	154		
30 Nov. '67	26.8	1.8	43.4		27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,500	944,500	74,005	3,198,644	71.0	326,671	978,068	234,804	10	130		
30 Nov. '67	74.3	8.8	64.7		42	67	929	Boston and Maine	4,087,397	627,717	387,187	4,076,974			5,062,301	147.8	868,737	1,363,167	481,471	10	140		
30 Nov. '67	47.0	7.0	43.0		31	47	412	Boston and Providence	3,152,600	207,400	399,367	3,360,000			3,759,367	61.8	448,521	1,066,147	277,308	10	160		
30 Nov. '67	44.8	24.0	96.6		40	71	442	Boston and Worcester	4,834,640	665,360	1,244,615	5,000,000			6,362	614,615	68.6	783,666	1,942,500	781,421	10	164	
30 Nov. '67	48.0	1.1	2.7		7	12	111	Cape Cod Branch (par 60)	945,761	86,854	66,962	721,928			6,134	1,098,597	47.1	88,388	197,981	61,251	6	64	
30 Nov. '67	50.0	2.4	12.3		14	27	236	Connecticut River	1,747,155	189,816	309,612	1,700,000	250,000		594	2,246,488	53.4	283,750	629,165	169,164	8	124	
30 Nov. '67	44.1	50.4	33.4		41	70	697	Eastern	4,616,276	622,334	415,090	3,883,300	1,770,400		663,200	6,316,900	94.6	863,222	1,447,046	545,630	9	119	
30 Nov. '67	61.0	42.5	76.9		31	33	507	Fitchburg	3,189,851	350,149	468,637	3,540,000			4,060,290	98.6	805,332	1,011,444	346,744	6	6		
30 Nov. '67	13.9	3.9	3.9		3	3	40	Fitchburg and Worcester	293,688	40,226		248,000	2,000		25,421	333,884	13.9	36,196	90,295	18,346	10	111	
30 Nov. '67	12.3	2.3	2.3		3	3	21	Lowell and Lawrence	332,884	30,274	5,845	200,000	73,000		2,160	368,508	(O. b. y. B. & L.)	440,241	74,079	10	101		
30 Nov. '67	14.6	3.0			12	13	239	Nashua and Lowell	678,919	96,884	81,122	720,000			15,000	855,725	74.8	381,629	182,954	43,061	10	101	
30 Nov. '67	20.1	1.5			5	12	81	New Bedford and Taunton	452,582	47,018	5,475	500,000	174,000		674,000	21.6	76,756	138,106	336,310	6	92		
30 Nov. '67	180.4	5.6	32.3		24	59	387	Old Colony and Newport	6,214,824	596,805	906,677	4,848,320	2,870,000		128,000	7,618,300	141.0	826,061	1,088,894	27,782	8	92	
30 Nov. '67	18.6	1.4			1	2	1	Pittsfield and North Adams	411,825	81,862		450,000			450,000	18.6	60,080	702,946	100,429	10	124		
30 Nov. '67	43.4	1.0	10.0		19	17	682	Providence and Worcester	1,461,948	340,298	19,182	1,800,000			5,000	1,821,429	44.4	321,866	17,500	16,658	10	124	
30 Nov. '67	16.9	1.7			3	3	198	Salem and Lowell	381,470	82,543	6,679	243,305	226,908		496	470,692	(O. b. y. B. & L.)	217,997	28,845	8	112		
30 Nov. '67	11.1	0.6	1.6		4	8	85	Taunton Branch	250,000			43,730	250,000		4,292	293,730	11.7	63,992	21,997	28,845	8	112	
30 Nov. '66	6.1			36.5				Troy and Greenfield				928,942	979,308			(Oper. by Troy and Greenfield)		461,424	62,594	10	61		
30 Nov. '67	69.3	8.0	5.5		12	12	186	Vermont and Massachusetts	2,259,086	207,349	93,908	2,860,000	550,345		2,827	3,500,337	77.3	199,126	142,424	128,295	10	61	
30 Nov. '67	156.1	17.4	184.2		103	63	1,820	Western (incl. Alb. & W.S. etc.)	11,108,521	1,582,840	4,699,622	8,725,100	5,764,520		17,391,983	173.0	1,940,291	4,086,707	2,249,295	10	114		
30 Nov. '67	46.7		10.6		11	15	225	Worcester & Nashua	1,352,587	169,613	126,626	1,222,200			69,006	1,648,826	46.7	200,847	449,388	151,360	8	114	
NEW HAMPSHIRE.																							
31 Mar. '67	93.5		6.2		14	10	232	Boston, Concord and Montreal	2,850,000			431,345	1,799,000	1,050,000	30,974	3,281,345	93.5		467,714	147,122	3	80	
30 Nov. '67	53.6		8.0		21	15	271	Cheshire	2,689,307			280,780	2,088,925	672,200		2,970,087	63.6	433,650	688,500	128,462	9	72	
31 Mar. '67	34.5				28	36	470	Concord (par \$50)	1,500,000			148,924	1,500,000			1,746,988	121.4	560,024	941,321	146,888	9	72	
31 Mar. '67	26.9		2.8		2			Manchester & Lawrence	825,000	175,000		1,000,000			1,000,000	(Oper. by Concord)		60,267	48,317	97,225	9	130	
31 Mar. '67	19.3		1.0					Manchester and Northwester.	600,000			200,000			600,000	(Oper. by C. & N.)		60,267	48,317		8	117	
31 Mar. '67	69.2	12.0	12.5		24	23	455	Northern New Hampshire	3,068,400			605,862	3,068,400	145,400	14,217	3,674,262	82.2	352,540	651,301	242,998	8	117	
NEW JERSEY.																							
31 Dec. '67	64.2		8.9		20	18	787	Belvidere Delaware	3,673,040			996,250	2,245,000	542,668	3,783,917	79.2	263,040	595,278	168,135	10	123		
31 Dec. '67	61.2	42.4	81.6		74	99	201	Camden and Amboy	10,099,001			4,381,251	7,987,413	10,182,137		15,169,550	124.2		5,005,511	781,801	10	123	
31 Dec. '67	60.2		4.7		8	28	93	Camden and Atlantic	2,137,423			1,108,043	1,034,380	127,871		2,265,294	60.2		326,497	147,276	10	124	
31 Dec. '67	75.0		98.0		71	67	1,123	Central of New Jersey	8,160,643	2,075,493	5,497,127	13,768,000	1,049,963		16,918,563	90.0	1,549,446	3,350,398	1,472,374	10	124		
31 Dec. '67	81.5	0.2	61.0		42	48	692	Morris and Essex	7,965,598	2,495,012	1,013,617	3,616,350	6,347,437		11,515,438	117,226	87.7	827,528	1,382,840	946,150	10	123	
31 Dec. '67	36.8		3.3		37	70	211	New Jersey	4,077,493	683,314	3,024,434	4,000,000			5,677,221	7,540,241	33.8	877,201	1,856,393	484,559	10	123	
31 Dec. '67	21.8		3.0		5	13	29	Northern New Jersey	495,044			159,100	300,000		62,145	495,044	25.0	128,394	252,866	6,684	10	123	
31 Dec. '67	66.0	16.0	7.9					Raritan and Delaware Bay	4,068,592			59,050	1,647,650	1,068,967		5,262,007	81.0		431,361	155,976	7	61	
31 Dec. '67	13.2							Warren	2,000,000			517,356	1,647,650	611,400		2,059,050	18.8		458,606	119,287	14	61	
31 Dec. '67	37.5		3.9		7	13	183	West Jersey	1,259,172			804,150	1,018,000		1,822,150	37.5		278,689	119,287	14	61		
NEW YORK.																							
30 Sept. '67	117.0		9.9	23.0	15	15	266	Albany & Susquehanna	4,976,083	439,946	50,018	1,774,824	2,486,000	289,767	5,465,947	103.0	287,710	484,228	220,215				
30 Sep. '67	36.7				5	3	23	Buffalo, Corry and Pittsburgh	1,119,074			139,078	359,640	600,000	398,612	1,268,152	43.2	26,768	49,159	28,850			
30 Sep. '67	142.0		13.0		28	32	411	Buffalo, New York and Erie	3,389,088				5,000	2,380,000	Leased		to Erie	83.3	901,351	2,852,230	576,842	10	140
30 Sep. '67	88.3		35.0		44	24	553	Buffalo and Erie	5,109,933			890,067	5,000,000	1,000,000		6,000,000							
31 Dec. '67	460.0	97.0	278.0		371	190	5,837	Erie	19,247,770			5,071,492	11,211,210	22,429,922	3,524,813	64,819,262	784.0	6,458,979	14,317,811	2,982,141	8	141	
30 Sep. '67	144.0		156.6		32	142	1,022	Hudson River	11,486,415	6,018,602		9,981,600	6,188,000		1,167	17,605,397	117.0	1,598,322	6,016,146	449,189	45	154	
30 Sep. '67	97																						



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Gross.				Net.	Dividends.			
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	P. c.			
PENNSYLVANIA.																							
31 Jan. '06	44.0			136.0	13	11	113	Allegheny Valley	2,360,723	232,046	293,573	1,948,400	614,000	313,542	2,876,342	44.0	134,201	356,277	123,892		18		
31 Oct. '07	387.3	88.2	85.7		156	98	3,422	Atlantic and Great Western	58,812,853		26,138	27,798,923	29,950,900	1,049,168	58,888,989	566.7	5,135,268	1,020,329					
31 Oct. '07	65.0	2.5	5.0		21	9	260	Catawissa	3,634,000			3,369,500	292,500		3,634,000	67.5	236,991	502,918	443,261		51		
31 Oct. '07	74.0		8.6		16	14	222	Cumberland Valley	1,991,037			1,316,900	356,100		1,991,037	74.0	236,078	534,298	64,147		8		
31 Oct. '07	113.0		92.0		98	17	6,713	Del., Lackawanna and West'n	9,616,641	3,267,784	4,517,820	13,386,020	3,308,000	703,205	17,402,225	204.5	2,034,524	2,613,979	108,000		10		
31 Oct. '07	36.0		7.5		11	6	120	East Pennsylvania	1,551,539	310,125		654,000	674,900		1,861,664	36.0	221,139	688,531	259,999		8		
31 Oct. '07	78.0		12.0					Elmira and Williamsport	2,268,000	362,000		1,000,000	1,620,000		2,620,000	78.0	255,376	396,149	202,806		8		
31 Oct. '07	81.6	2.0	8.4		19	11	540	Erie and Pittsburgh	1,945,591	772,407	200,000	684,300	1,270,300	678,460	2,917,998	100.6	358,004	640,768	202,806		7		
31 Oct. '07	36.0	15.0	33.0					Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	100.6	358,004	640,768	202,806		7		
31 Oct. '07	44.0	14.8			16	4	60	Huntingdon and Broad Top	2,192,314			685,180	1,656,245		2,841,375	58.5	149,189	186,451	52,343		64		
31 Oct. '07	80.0		13.5		21	6	1,278	Lackawanna and Bloomsburg	3,231,368	521,772		1,336,000	2,378,296	68,820	3,753,150	80.0	608,071	790,808	233,345		8		
31 Oct. '07	91.0	46.8	16.0		33	8	1,850	Lehigh and Susquehanna	9,459,625	1,747,141	5,523,319	7,739,800	7,990,285		16,730,086	161.2	1,224,379	3,580,764	1,372,069		10		
31 Oct. '07	101.0	60.2	148.5		90	18	3,706	Lehigh Valley	11,459,652	3,407,490		10,731,400	1,437,000		866,111	14,867,142	161.2	1,224,379	3,580,764	1,372,069		10	
31 Oct. '07	28.2	3.0	24.7					Little Schuylkill	1,466,602		2,047,438	2,046,100	869,000		3,514,100	oper. by Reading R. R.							
31 Oct. '07	93.3		51.9					Mine Hill and Schuylk. Haven	3,775,600			3,775,600			3,775,600				202,045		8		
31 Oct. '07	55.0	11.9	16.0		25	27	722	North Pennsylvania	5,794,129	723,216	474,942	3,150,000	8,292,154		6,992,287	69.3	343,012	899,874	261,604		11		
31 Oct. '07	354.9	36.4	480.4		428	213	8,587	Pennsylvania	20,115,089			5,834,056	21,045,750	13,311,840	591,555	34,949,146	561.8	7,740,290	16,340,156	4,154,521		11	
31 Oct. '07	17.0	3.0	4.7		20	44	139	Phila., Germantown & Norristown	1,139,079	306,120	411,794	1,536,550	116,100		1,856,993	24.2	315,164	634,717	296,218		10		
31 Oct. '07	287.5		70.4		90	88	1,452	Phila. and (Sunbury) Erie	17,469,165			1,545,700	5,996,700	18,000,000	22,473	19,019,178	287.5	1,604,825	2,334,731	108,000		26	
31 Oct. '07	147.0	20.2	295.6		268	79	7,094	Philadelphia and Reading	19,410,393	7,907,514	3,099,019	23,856,101	6,500,825		30,416,926	474.8	3,677,487	9,106,490	2,493,542		10		
31 Oct. '07	26.5		32.2					Philadelphia and Trenton	1,378,697			287,418	1,099,120	200,000		1,666,116	33.8	876,241	2,432,531	990,730		9	
31 Oct. '07	96.0	3.8	106.0		45	78	985	Phila., Wilmington and Balt.	10,869,300		25,000	9,659,300	1,326,000		10,884,300	99.8	839,804	608,596	370,419		10		
31 Oct. '07	68.4		17.4		13	13	74	Pittsburg and Connellsville	2,261,908	266,158	902,926	1,776,129	1,500,000	74,863	3,420,992	70.9	339,804	608,596	370,419		10		
31 Oct. '07	498.3	61.0	130.0		199	96	2,935	Pittsburg, Ft. Wayne & Chicago	25,118,927		11,497,402	12,564,500	83,778	25,118,927	544.2	4,618,501	7,738,898	2,382,623	107,811		61		
31 Oct. '07	28.0		6.0					Shamokin Valley & Pottsville	1,669,450			869,450	700,000		1,669,450	28.0	154,008	280,452	107,811		61		
31 Oct. '07	26.4		4.5		10	10	52	Westchester & Philadelphia	1,390,888	180,693	10,000	684,036	962,800	133,966	880,692	35.4	167,552	875,630	189,708		8		
31 Oct. '07	42.4	21.3	12.3					Western Pennsylvania	2,376,330		49,660	822,450	1,283,600	630,919	2,925,960	operated by Penn.							
31 Oct. '07	30.6		4.9		9	4	268	Yoga	829,996	255,180	22,301	576,400	250,000	35,000	1,107,476	34.6	124,206	262,569	183,671		8		
RHODE ISLAND.																							
31 Aug. '07	62.0			5.1	16	17	133	N. Y., Providence and Boston	2,568,000		352,175	2,000,000	600,000		2,920,175	62.0	256,431	456,140	111,834		92		
SOUTH CAROLINA.																							
31 Dec. '08	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9		283,265	151,636		6		
31 Dec. '08	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	884,000		1,099,536	109.6		283,265	151,636		6		
1 Jan. '09	143.2		21.8					Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546		109.6		283,265	151,636		6		
31 Feb. '07	102.0				11	8	106	North-Eastern	2,143,131		51,078	898,950	1,028,000	272,259	2,199,209	102.0	154,496	317,778	86,687		10		
31 Dec. '06	136.0	106.0			47	34	343	South Carolina	8,511,967		549,110	5,819,275	5,834,798	447,491	9,277,476	242.0		1,512,738	387,832		10		
TENNESSEE.																							
30 Sep. '00	47.6				17	11	200	Central Southern (Tenn.)	1,021,439	58,183		505,214	514,000	99,110	1,137,797	47.6		20,967	19,187				
30 June '06	30.0			1.8				East Tennessee and Georgia	6,233,555		824,288	657,700	2,175,600	541,853	4,224,247	130.8	138,332	331,871	161,014				
30 June '06	140.0			8.0	16	8	185	East Tennessee and Virginia	3,399,984			3,123,726	3,126,530	921,987	9,431,517	291.0	786,531	1,061,612	71,490				
30 June '07	271.6	19.4	20.0		56	50	478	Memphis and Charleston	2,259,297	141,144		570,000	1,361,000	145,000									
1899	271.6	19.4	20.0		56	50	478	Memphis and Ohio	2,259,297	141,144		570,000	1,361,000	145,000									
1899	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000										
30 Sep. '06	99.2				12	7	92	Mississippi and Tennessee	3,015,107			825,399	1,069,600	962,039	3,015,107	99.2		387,252	178,739				
1899	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	32,908		317,447	632,500	22,369		47.4	54,176	83,129	44,066				
1899	34.2		7.0		12	2	2	McMinnville and Manchester	533,907	58,816		144,894	406,000	5,000		34.2	30,065	23,808	15,892				
30 Nov. '00	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	8,632,882			2,058,544	1,731,000		1,698,000			734,118	387,384		6		
1899								Nashville and North-western				596,922	860,000	204,544		45.8	57,950	127,963	87,245				
1899	45.8		4.2	11.7	6	6	32	Tennessee and Alabama	76,016	76,016		216,982	413,000	408,477		30.0		1,249					
1899	30.0		0.6	8.0				Winchester and Alabama															
TEXAS, (all aided by State).																							
31 May '07	32.0			158.0				Buffalo Bayou, Braz. & Col'do								32.0							
31 Aug. '07	56.0			184.0				Galveston, Houston & Henderson								56.0							
31 May '07	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,500		50.0	81,300	32,670					
1 May '07	70.0		6.0	280.0	7	6	124	Houston	2,323,946			455,000	975,000	860,000		70.0	102,300	382,846	190,548				
31 May '07	25.0			110.0				San Antonio & Mexican Gulf								25.0							
VERMONT.																							
31 May '07	110.3		6.6		11	10	328	Connect. & Passumpsic Rivers	3,071,687		100,124	1,981,800	678,500	521,102	3,171,811	110.3	171,490	406,706	184,652				
31 Aug. '07	119.6		16.0		26	25	658	Rutland and Burlington	3,991,705	556,275		2,233,876	3,267,471	896,219	6,066,166	119.6	449,561	423,027	112,193				
31 Aug. '07	62.6	2.0	4.9		10	9	240	Rutland and Washington	960,000	256,933		1,097,000	1,906,683	62,5	136,761	186,474	97,78						



## PREFERRED AND GUARANTEED R. R. STOCKS

RAILROADS.	Amount out- standing.	Div'ds	Rate.	Paid.	Market Price.
Atlantic & Gt. West'n, O. D. (prof.)	1,919,000	7	7	---	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---	---
Baltimore and Ohio, (prof.)	3,000,000	7	7	---	---
Berkshire (guaranteed)	900,000	7	7	---	---
Boston, Concord & Montreal (prof.)	1,840,400	7	7	70	---
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	---	---
Camden & Atlantic (preferred)	620,800	7	7	18	---
Catawissa (preferred)	1,150,000	7	7	27	---
Chemung (guaranteed)	380,000	7	7	---	---
Cuyahoga & Susquehanna (guarant.)	845,400	7	7	---	---
Ocheshire (preferred)	2,017,825	7	7	68	---
Chicago & Alton (preferred)	2,425,400	7	7	130	---
Chicago & Northwestern (prof.)	14,789,125	7	7	81	---
Cocheco (preferred)	177,750	6	6	---	---
Ot. & Passumpsic Rivers, (prof.)	1,575,500	10	10	84	---
Cumberland Valley (1st preferred)	341,900	8	8	---	---
" (2d preferred)	345,000	8	8	---	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	34	---
Dubuque & Sioux City (preferred)	1,985,171	7	7	74	---
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	---	---
Elmira & Williamsport (preferred)	500,000	7	7	40	---
Erie (preferred)	5,536,910	7	7	75	---
Hannibal & St. Joseph (preferred)	5,255,850	7	7	86	---
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---	---
Housatonic (preferred)	1,180,000	7	7	104	---
Indianapolis & Madison (prof.)	407,000	8	8	---	---
Kennebec & Portland (preferred)	372,000	6	6	---	---
Lackawanna & Bloomsburg (prof.)	600,000	7	7	---	---
Marquette & Olinematt (1st pref.)	6,556,135	7	7	28	---
" (2d pref.)	4,051,744	7	7	10	---
Michigan S. & N. Indiana (guar.)	586,800	10	10	140	---
Mil. & Prairie du Chien (1st pref.)	3,304,296	8	8	104	---
" (2d pref.)	841,400	7	7	97	---
Milwaukee & St. Paul (preferred)	7,370,900	7	7	75	---
New Haven & Northampton (guar.)	1,010,000	4	4	---	---
New York & Harlem (preferred)	1,500,000	8	8	125	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---	---
Paterson & Hudson (guaranteed)	630,000	8	8	---	---
Paterson & Ramapo (guaranteed)	248,000	5	5	---	---
Peoria & Bureau Valley (guar.)	1,500,000	6	6	---	---
Philadelphia & Reading (prof.)	1,551,800	7	7	---	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---	---
Pittsfield & North Adams (guar.)	450,000	6	6	94	---
Port, Saco & Portsmouth (guar.)	1,500,000	6	6	---	---
Rutland & Burlington (preferred)	382,700	8	8	---	---
" (preferred)	608,176	6	6	---	---
St. L. Alton & Terre Haute (prof.)	1,700,000	6	7	69	---
Toledo, Wabash & Western (prof.)	1,000,000	7	7	71	---
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	7	---	---
" (2d pref.)	908,400	7	7	---	---
Troy & Greenbush (guaranteed)	274,400	6	6	45	---
Vermont & Canada, (guaranteed)	1,000,000	8	8	102	---
Warren (guaranteed)	1,408,300	7	7	---	---
White Mountains (guaranteed)	200,000	5	5	---	---
Wright, Y. & Gettysburg	317,050	2	2	---	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount out- standing.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6	J. & J.	1896	95
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
" sterling	4,375,000	6	"	1890	---
Preferred bonds	1,700,000	6	"	18	50
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & E.	1870	110
Delaware & Haritan:					
See Camden & Amb.R.R.					
Erie and Penna.:					
Bonds	872,700	7	J. & J.	1865	---
Interest Certificates	161,960	6	"	1868	---
Lehigh Navigation:					
1st Mortgage	414,188	6	Qtrly.	1870	---
Six per cent. Loan	5,434,351	6	"	1884	89
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	"	1865	---
Morris:					
1st Mortgage	455,500	6	A. & O.	1879	97
2d Mortgage	316,750	6	"	---	83
Boat Loan	267,010	6	"	---	85
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	65
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & E.	1872	88
2d Mortgage	3,980,670	6	J. & J.	1882	72
Improvement	1,601,970	6	M. & N.	1876	96
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	6	J. & J.	1865	---
Md. stg. loan converted	200,375	6	"	1865	---
Mortgage bonds	963,000	6	"	1878	63
Preferred Interest b'ds.	237,500	6	"	1878	---
Union, (Pa.)					
1st Mortgage	3,000,000	6	M. & N.	1883	15
West Branch & Susquehanna:					
1st Mortgage, a/k/a land	450,000	6	J. & J.	1878	60
Wyoming Valley:					
	600,000	6	J. & I.	1872	72

## CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,563	p.e.	42
Chesapeake and Ohio	100	8,225,595	---	---
Delaware Division	100	1,633,350	---	46
Delaware and Hudson	100	10,000,000	10	163
Delaware and Haritan	100	2,398,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	100	6,968,146	10	21
Lehigh Navigation	50	728,800	3	---
Monongahela Navigation	100	1,025,000	10	35
Morris, (consolidated)	100	1,175,000	10	79
" (preferred)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	10	---
" (preferred)	50	2,888,988	20	---
Susquehanna and Tide Water	50	2,048,260	10	---
Union	50	2,787,000	---	---
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	36

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 49¢ per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1..... per ton.39 — @ 42 —	
Pig, American, No. 1..... — 39 — @ 40 —	
Pig, American, No. 2..... — 35 — @ 37 —	
Bar, Refined, English and American..... — 35 — @ 90 —	
Bar, Swedes, assorted sizes..... (gold).87 50 @ 90 —	
STOCKS PRICES.	
Bar, Swedes, ordinary sizes..... @ 150 —	
Bar, English and American, Refined..... @ 100 —	
Bar, English and American, Common..... @ 90 —	
Scroll..... @ 170 —	
Ovals and Half-round..... @ 150 —	
Band..... @ 125 —	
Horse Shoe..... @ 125 —	
Rods, 1 @ 3-16 inch..... @ 100 —	
Hoop..... @ 133 —	
Nail Rod..... per lb. — 9 @ 10 —	
Sheet, Russia, Med. No. 9..... — 17 @ 18 —	
Sheet, Single, D. and T. Common..... — 5 @ 7 —	
Rails, English..... (gold). per ton. 52 — @ 52 50	
Rails, American (at works)..... — 73 — @ 80 —	
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 24 cents per lb. and 10 per cent. ad val. (Store prices.)	
English Cast..... (2d and 1st qty.)..... per lb. — 18 @ — 23	
English Spring (2d and 1st qty.)..... — 10 @ — 12	
English Blister (2d and 1st qty.)..... — 11 @ — 20	
English Machinery..... — 13 @ — 16	
English German (2d and 1st qty.)..... — 14 @ — 16	
American Blister, "Black Diamond"..... — 11 @ — 17	
American, Cast, Tool, do..... — 21 @ — 22	
American, Spring, do..... — 10 @ — 13	
American Machinery, do..... — 10 @ — 14	
American German do..... — 10 @ — 13	
COPPER—Duty: Pig, Bar and Ingot 2½; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.	
Sheathing, New..... per lb. — @ — 33	
Bolts..... — 33 @ —	
Braziers'..... — 33 @ —	
Sheathing, &c., Old..... — 18 @ — 20	
Sheathing, Yellow Metal..... — 26 @ —	
Bolts, Yellow Metal..... — @ — 26	
American Ingot..... — 23 @ — 23½	
LEAD—Duty: Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Galena..... per 100 lb. — @ —	
Spanish..... (gold). 6 37 @ 6 50	
German Refined..... (gold). 6 37 @ 6 52	
English..... (gold). 6 37 @ 6 57	
Bar..... (net). 10 @ —	
Pipe and Sheet..... (net). 12 @ —	
TIN—Duty: Pig, Bar and Block, 15 per cent. ad val.; Plate and Sheets and Terno Plates, 25 per cent. ad val.	
Banca..... (gold). per lb. — 27 @ — 27½	
Straits..... (gold). — 24 @ —	
English..... (gold). — 24 @ — 24½	
Gold..... Currency.....	
Plates, I.O. Charcoal, p. box. 8 — @ 8 37	11 60 @ 12 50
Plates, I. O. Coke..... 6 75 @ 7 37	9 50 @ 10 50
Plates, Coke Terme..... 6 25 @ 6 37	9 — @ 9 25
Plates, Charcoal Terme..... 7 75 @ 8 —	11 — @ 11 50
PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk) per gall. — 13 @ — 13½	
Crude, 40 @ 47 gravity (in shipping order) — 17 @ — 17½	
Refined, free, S. W. — 36 @ — 36½	
Refined, in bond, prime L. S. to W. (110 @ 115 test) — @ — 28	
Refined, in bond, Standard White..... — @ — 29	
Refined, in bond, prime White..... — 31 @ —	
Naptha, Refined, (60 @ 63 gravity) — 13 @ — 13½	
Residuum..... per bbl. — @ 3 50	

## New York Stock Exchange.

Actual Sale Prices for the week ending June 3.		Tn. 23. F. 29. Sat. 30. M. L. Tu. 2. W. 3	
Atlantic M. S. S. Co.	51½	51½	51½
Boston, Hartford & Erie	151	151	151
California 7s	---	---	---
Canton Co.	51½	51½	51½
Central of N. Jersey	120	119	120
Chicago & Alton	128	127	129
" "prof.	129	129	130
" "I. M.	---	---	---
" "S. F.	---	---	---
" "Inc. b'ds	---	---	---
Chicago, Burl. & Q.	150	150	151
" "S. p.c.	---	---	---
Chl. & Gt. Eastern 1st m.	---	---	80½
Chl. & Northwest'n	79	68½	68½
" "prof.	80½	80½	69
" "1st m.	93	70½	81½
" "2d m.	---	---	95
" "S. F.	---	---	---
" "Consol.	92½	92½	---
Chicago & Rock Isl.	98½	97½	97½
Chl. R. I. & Pa. 7s 1896	---	---	95½
Clev., Col. and Cin.	107	---	---
Clev. and Pittsburg	86½	88½	88½
" "2 M.	---	---	---
" "3 M.	---	---	---
" "4 M.	80	---	---
Clev. and Toledo	110½	110½	109½
" "S. F. 7 p.c.	---	---	---
Clev., Painesv. & Ash	108	---	---
Cumberland Coal, prof.	---	35½	35½
Del. & Hudson Canal	164	165	163
Del., Lack. & West.	125	---	---
" "1 M. S. p.c. 71-5. 97½	---	96	98
" "2 M. S. p.c. 81	---	---	69
Erie	71½	72	71½
" "prof.	---	---	---
" "1 M. 7 p.c. 87	---	---	103
" "2 M. 7 p.c. 79	---	---	102
" "3 M. 7 p.c. 88	97	---	---
" "4 M. 7 p.c. 80	---	---	---
" "5 M. 7 p.c. 88	---	---	---
Great Western 2d mort.	78½	79	79½
Hudson River	143	142	141½
" "1 M. 7 p.c. 69. 102½	---	---	---
" "2 M. S. F.	---	---	---
" "3 M. 7 p.c. 75	---	---	---
Illinois Central	148½	148½	149
" bonds	---	115	---
Marquette & Cin. 1st pref.	---	---	---
" "2d	10	10	---
Mariposa Mining Co.	---	---	---
" "prof.	---	---	---
Michigan Central	120	120	120
" S. F. S. p.c. 82	---	---	---
" conv. S. p.c. 69	---	---	---
M. S. and N. I.	88	88	89½
" "1 M. S. F.	---	---	100
" "2 M.	96	---	---
Mil. and P. du Chien	---	---	---
" "1st pref.	---	---	---
" "2d pref.	---	---	---
" "1st m.	---	---	---
Milw. and St. Paul	67	67½	67
" "prof.	78½	78	78½
" "1st mort.	94½	---	---
" "2d mort.	---	---	---
Missouri 6s	92½	93½	92½
" iss. to H. & St. J. R.	---	---	---
" Pacific	---	---	---
Morris and Essex	---	---	100
" "1st mort.	---	---	89½
" "2d mort.	---	---	---
N. Jersey R.R. & T. Co.	132½	133½	134
New York Central	132½	133½	134
" "7s. S. F. 76	---	---	---
" "7s. conv. 76	---	---	---
" "6s. S. F. 83	---	95	---
" "6s. S. F. 87	---	---	---
N. York & Harlem	---	---	---
" "prof.	---	---	---
" "1 M. 7 p.c. 78	---	---	---
" "3 M. 7 p.c. 67	---	---	---
N. Y. and N. Haven	151	---	151
N. Carolina 6s ex-coup.	68½	68½	68½
" new	68½	69	68½
Ohio & Miss.	31½	31½	30½
" "prof.	---	---	---
" "1st m.	---	---	



National Bank notes to the amount of \$199,520 were issued last week, making the total issue to 1,673 banks thus far. \$308,010,046, against

\$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$8,215,446, leaving, with the existing 1,639 banks, (having an aggregate capital of \$420,221,210,) an actual circulation at this date, of \$299,794,600. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,472,400; and for the public deposits, \$38,289,950—making a total of \$379,762,350. The Treasury Department last week redeemed and destroyed \$335,100 of worn and mutilated fractional currency, and issued \$410,000 of new. The outstanding amount of fractional currency on the 1st inst. was \$32,450,489, against \$32,588,690 on the 1st of April, and \$32,307,947 on the 1st of March 1868.

Government revenues have been up to a moderate average, since our last. The excises, last week, yielded some four millions, against \$3,204,250 the preceding week; customs at the port of New York, \$2,240,981, and at the outports about \$750,000 (in coin) more, making the grand total income for the week equal to about \$8,200,000 in currency. The total receipts of the National Treasury, from excises, thus far in the new fiscal year, which began on the 1st of July, have been about \$176,000,000. The latest official estimates of the total income from excises for the whole of the current fiscal year, ending with the 30th of the present month of June, are \$190,686,426, and from customs, \$165,208,374; other sources, about 50 millions; grand aggregate \$405,794,459, against estimated expenditures of \$379,178,067 all told.

Gold has been in rather more speculative demand, since our last, and the price has rallied again to 140½, which was the latest quotations on Wednesday. The Customs inquiry has been light, averaging less than \$400,000 a day. The export call has been fair. The shipments on Tuesday and Wednesday of the current week amounted to \$1,902,658.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1866, have been \$3,262,373, against \$1,056,573 same time last year. The customs demand for Gold last week, averaged \$373,497 a day; thus far, this week, it has been equal to \$376,000 a day, or equal to a weekly aggregate of \$2,256,000. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$48,268, and from California, \$827,040. The total customs revenue of the Government, in coin, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$105,323,794, against \$114,897,903 same time in the preceding fiscal year. The total receipts of California gold at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been \$32,841,844, against \$35,656,416 same time in the preceding fiscal year, showing a decrease of \$2,814,572 in 1867-'68. The exports of specie from this port, last week, were \$4,211,723, against \$777,143 same week last year. The exports of specie, hence, since July 1, 1867, have been \$65,475,996, against \$34,622,689 same time in 1866-'7. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt

\$53,000, and since July 1, 1867, \$71,705,637, against \$53,015,310 same time in 1866-'7. The specie exports from San Francisco, from Jan. 1, to May 15, 1868, were \$18,743,698, against \$13,611,035 same time last year.

Government has disbursed \$17,053,377 of coin interest through the local office, thus far in May.

The demand for foreign exchange has been on a moderate scale, but as the offerings of prime bills have been light, prices have been well supported, particularly for sterling bills, which have been most in request, and least freely offered. Bankers' prime sixty day bills on London closed on Wednesday at 109½@110¼, and on Paris to 5.16¼c.@5.12½; sight bills on London to 110½@110¾, and on Paris to 5.11¼c.@5.10. The offering of produce bills has been less extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,692,824, against \$2,437,899 same week last year; total, since July 1, 1867, \$166,641,475, against \$178,083,378 same time in 1866-'67.

Government securities have been generally in very brisk demand, on home and foreign investment account, since our last, and a further marked improvement in prices has been established. The week's dealings have been unprecedentedly heavy, as far as regards the street and Board business. The main run has been on the Five-twenties and Ten-forties. The Five-twenties of 1862 and 1867 have been particularly active, closing very strong and buoyant.

U. S. sixes of 1881 closed here on Wednesday at 116½@116¾; U. S. Five-twenties of 1862, 112¼@112½; U. S. Five-twenties of 1864 at 110½@110¾; U. S. Five-twenties of 1865 at 110½@110¾; U. S. Five-twenties of 1865, consolidated, 113½@113¾; U. S. Five-twenties of 1867, 113½@113¾; U. S. Ten-forties at 106@106¼, and U. S. Seven-thirties at 109½@110¼. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ½@¾ of 1 per cent. on these figures:

August, 1865....118¼ | October, 1865....117¼  
September, 1865....117¾  
U. S. three per cent. certificates .....100¼

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 20.	May 27.	June 3.
Consols.....	94¾	95½	96½
U. S. 5-20's of 1862.....	71¾	72	72½
Erie.....	46¾	46	46
Ill. Central.....	95¾	96	97½

General business has been less active in the line of domestic produce, though prices have favored buyers in most instances. Middling upland cotton closed tamely on Wednesday at 31 cents, per lb. The stock of cotton now here is estimated at about 66,000 bales. The receipts at the port this week, have averaged only about 800 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,135,000 bales, against 1,743,000 bales same time last year; exports, same time 1,615,000 bales, against 1,345,000 bales same time last year; stock on hand at latest dates, 150,000 bales, against 290,000 bales same date last year. At the Live Stock markets, this week, Beeves have been more sought after at firmer prices, ranging from 15½@18½c. per lb.; week's receipts, 4,348. Veal calves have been in moderate demand at from 6@11½c. per lb.; receipts, \$2,384. Sheep and lambs have

been much more abundant, and have been in less request at reduced figures, ranging from 4½@8c. per lb.; receipts, \$19,681. Swine have been plenty and heavy at from 8¼@9¾c. per lb., all live weight; receipts, \$23,601. Foreign merchandise has been in light demand, as a rule, but held with considerable firmness. The total imports of foreign dry goods, last week, were \$1,185,203, and the total amount marketed \$1,014,089. The value of foreign merchandise imported last week, was \$5,635,567—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$6,820,770, against \$5,950,715, same week last year; total since July 1, 1867, \$222,293,464, against \$251,406,022 same time in 1866-'67. The freight market closed heavily on a less active business. For Liverpool we quote flour at 1s. 6d.@1s. 9d. by sail, and 1s. 9d. by steamer, per bbl.; grain at 3½d.@4d. by sail, and 5@5½d. by steamer, per bushel; cotton at ½d. by sail, and ½d.@¾ by steamer, per lb.; and heavy goods at 15s.@30s. by sail, and 15s.@35s. by steamer, per ton. Total number of vessels in port on Wednesday 524.

The New York exports, exclusive of specie, for the week ending June 2d, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$2,437,899	\$2,692,824
Prev. reported.....	80,953,842	72,805,766

Since January 1.....\$83,391,741 \$75,498,590

The imports for the week ending May 30th, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods.....	\$1,232,567	\$1,185,203
Gen. merchandise.....	4,718,148	5,635,567
Total for the week....	\$5,950,715	\$6,820,770
Previously reported....	103,655,187	94,923,025

Since January 1.....\$109,605,902 \$101,743,795

The balance in the Sub-Treasury on Wednesday was \$93,037,528 64.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Georgia 7s, 96; Jersey City W. L., 96; Brooklyn 6s, W. L., 97¼; Pacific R. R., 7s, guar. by Mo., 98½; Hannibal and St. Joseph R. R., 80½; do., pref., 86; do., convertible bonds, 100; Chicago and Great Eastern, 85; Toledo, Peoria and Warsaw 1st mort. E. D., ex-int., 82½; Toledo and Wabash Equipment bonds, 73; Boston Water Power Co., 20½; Union Navigation, 25¼; Adams' Express Co., 57¼; Wells-Fargo Exp., 25½; American Exp., 53½; Merchants' Union Exp., 28; U. S. Exp., 56; Western Union Telegraph, 38¼; do., 7s, 82¼; Ocean Bank, 108; Bank of Republic, 120; Importers' and Traders' Bank, 132; Bankers' and Brokers' Ass., 114½; Fourth National Bank, 110; Marine Bank, 150; Shoe and Leather Bank, 117¼; Continental Bank, 104; Central National Bank, 109; American Flag, 0.50; Buchanan Farm, oil, 0.43; Burroughs Gold, 0.10; Brevort, oil, 0.30; Black Hawk Gold, 6.00; Consolidated Gregory Gold, 4.10; Corydon, 0.30; Edgehill Mining, 4.80; Empire Gold, 2.55; La Crosse Gold, 0.48; Montana Gold, 0.41; N. Y. and Allegheny, oil, 2.10; New York Gold, 0.75; Quartz Hill Gold, 4.10; Rocky Mt., Gold, 0.22; Smith and Parmalee,



2.95; United States, 2.00; Wallkill Lead, 0.22.  
**Philadelphia.**—Pittsburg 5s, 74; Pennsylvania 6s, 1870, 99½; do., coupon, 98; Allegheny Co. comp. 5s, 77; Sunbury and Erie 7s, 100¼; Westchester R. R. 7s, 97½; West Jersey R. R. 6s, 95; Philadelphia and Erie 7s, 80¼; Western Penna. R. R. bonds, 81¼; North Penn. R. R. 7s, 88; Reading 6s, 1843-80, 94¼; Lehigh Nav. 6s, R.R. Loan, 87¼; Philadelphia and Trenton R.R., 129¼; West Philadelphia R. R., 66; Union Canal pref., 1¼; Delaware Division Canal, 46; Chesapeake and Delaware 6s, 95; Tenth and Eleventh streets R. R., 70; Girard College R. R., 26; Thirteenth and Fifteenth streets R. R., 14¼; Ocean Oil, 1.81; Big Mt. Coal, 5½; N. Y. and Middle Coal Fields, 3½; Locust Mt., 46; Green Mt., 3¼; Keystone Zinc, 1¼; Bank of North America, 252; Mechanics' Bank, 31½; Philadelphia Bank, 160; Farmers' and Mechanics' Bank, 128½; Commercial Bank, 58; Corn Exchange Bank, 70. The latest quotations are: City 6s, 98@98½; do., free of tax, 101½@101¾; State 6s, reg., 99½@100; do., coupon, 97½@97¾; do., 6s, W. L., 104@105; Reading, 47¾@47¾¾; do., 6s, 1870, 102@102½; do., bonds, 94@94½; Camden and Amboy, 129@129¼; do., mort. 6s, 1889, 96½@97; do., 1883, 91@91¾; Penn. R. R., 53@53¼; do., 1st mort., 103@103¼; do., 2d mort., 98¼@98½; Little Schuylkill R. R., 39@40; Morris Canal, 30@50; do., pref., 72@74¾; do., bonds, 85@89; Wyoming Valley Canal, 40@40; do., 6s, 79½@85; Susquehanna Canal, 15½@16; do., 6s, 62¾@63; Sch. Nav., 10½@12; do., pref., 20¾@20½; do., 6s, 1882, 72@73; Union Canal bonds, 14@14½; Delaware Div. Canal, 45@47; do., bonds, 80@82; Elmira and Williamsport, 31½@33; do., pref., 42@45; do., 7s, 1873, 98@100; do., 5s, 58@62; Lehigh Coal and Navigation, 21@21½; do., bonds, 1884, 83@83¾; North Pennsylvania, 33@34; do., 6s, 92@93; Philadelphia and Erie, 26¼@26¼¾; do., 6s, 91½@92; Minehill, 57½@57¾; Catawissa, 6½@10; do., pref., 27¼@27¾; Lehigh Valley, 55¾@55¾; do., bonds, 95¼@95½; Fifth and Sixth streets, (horse), 36@40; Second and Third, 54½@55½; West Philadelphia, 65@66; Spruce and Pine, 23@24; Green and Coates, 31@31¼; Chestnut and Walnut, 46@47; Thirteenth and Fifteenth, 13¼@14½; Girard College, 26@26¾; Tenth and Eleventh, 67@70; Union, 40@44; Hestonville, 10@10½.  
**Boston.**—Vermont Central 1st mort., consolidated, 77½; do., 2d mort., 35; Vermont Central and Vermont and Canada 8s, 103; Vermont and Massachusetts R.R. 6s, 1883, 95; Ogdensburg 1st mort., 100; Boston, Hartford and Erie 7s, 69½; do., new, 54; Cheshire R. R. 6s, 1880, 95½; Eastern R. R. 6s, 1874, 97; Rutland and Burlington 1st mort., 144; Ogdensburg and Lake Champlain pref., 102½; do., Equipment 8s, 101¾; Rutland R. R., 32¼; do., pref., 80; Summit Branch R.R., 19½; do., 6s, 1870, 91; West Cambridge Horse R. R., 37; Indianapolis and Cincinnati R. R., 26¾; Boston Water Power Co., 20¼; Waverly Land Co., 2; Cary Imp., Co., 11¼; Short Mt. Coal, 13¾; Rhode Island 6s, 100; New Hampshire 6s, 1870, 99¾; Massachusetts 6s, 1893, gold, 113¼; do., sterling 5s, 1871, \$655 per £; do., 6s, currency, 103; Cook Co., Ills., 7s, 95¾; Salem 6s, 1883, W. L., 100; Hartford 6s, 1879@1880, 99¾; St. Louis 6s, Harbor Imp., 85;

do., 1888, sewerage, 84½; Portland 6s, 1877, Municipal, 97; Louisville 6s, 1879, 80½; Chicago 7s, 1892, River Imp., 97½; do., Tunnel, 97½; do., sewerage, 98½; do., 1890, Municipal, 98; Boston 5s, 1882, 110½; do., 1884, 112; do., 6s, 1876, currency, 103; Newburyport 6s, 1887, 100; Boston National Bank, 67; Everett National Bank, 107¾; First National Bank, 167; Hide and Leather National Bank, 107½; Merchants' National Bank, 119¾; Massachusetts National Bank, 121; National Bank of Redemption, 115¾; National Bank of Commerce, 120; North National Bank, 114; State National Bank, 107½; Suffolk National Bank, 119; Traders' National Bank, 100¾; Third National Bank, 119; Allouez Mining Co., 3¾; Bullion Consolidated, 62½c.; Humbolt, 60c.; Hancock, 53½; Ophir (N. S.) gold, 1.25; St. Clair, 1.

**Baltimore.**—Maryland 6s, 1870, 98; Virginia 6s, reg., old, 50½; do., 1866, 46; Central Ohio R.R., 37¾; do., 1st mort., 86¼; Western Maryland bonds, 80; do., 2d mort., guar., 92; Richmond and Danville R. R. bonds, 68; Orange and Alexandria R.R. bonds, 75; Virginia Central 4th mort. 8s, 82½; Atlantic Coal, 1.10; Virginia Coal and Iron, 0.50; Bare Hill, 0.50; Gardiner Hill, 0.06; Union Bank, 61½; Mechanics' Bank, 11; Bank of Baltimore, 115½; National Exchange Bank, 101. The latest quotations are: Balt. and Ohio, 122@123½; do., 6s, 1875, 98¼@98¾; do., 1880, 98@—; do., 1885, 97½@97¾; Northern Central, 46¼@47; do., bonds, 1885, 84½@84¾; do., 1900, 82¾@83; Parkersburg Branch, 27@28; N.W. Va., 1st mort., 96@96¼; do., 2d mort., 94@95; do., 3d mort., 1873, 92@95; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 93½@93¾; do., 2d mort., 72½@72¾; Central Ohio, 37½@37¾; do., 1st mort., 86¼@86½; Western Md. 6s, 1890, 80@—; do., guar., 94½@95; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 98@98; do., 1886, 98¾@99; do., 1890, 98¾@98¾; do., 1893, 96@96½; do., 5s, 1888-70, 80@80; City Passenger R. R., 19½@20; George's Creek, 50@70; Santa Clara, 1.50@3.00; Atlantic Coal, 1.10@1.15.

#### Northern (N. H.) Railroad.

At the recent annual meeting of the stockholders of this company at Concord, the old board of Directors was re-elected, as follows: Onslow Stearns of Concord, John A. Burnham of Boston, George W. Nesmith of Franklin, Uriel Crocker of Boston, Josiah Minot of Concord, Joseph W. Clark of Boston, and George A. Kettal of Boston. Resolutions were adopted authorizing the Directors to agree to a union of the Contocook River and Concord and Claremont Railroad with the Sugar River Railroad, as provided in the act of incorporation of the last named road; and authorizing the Directors to apply any moneys received by them on account of the above mentioned roads, toward the extension of the railroad from Bradford to Claremont. The action of the Directors in settlement of the account of the trustees for the bondholders of the Sullivan County Railroad, was ratified.

The Oxford (Pa.) Press states that the work of grading the lower section of the Columbia and Port Deposit Railroad is being pushed on rapidly, and will be ready for the rails and ties in a few months.

#### Mont Cenis Railway.

Mr. Brunlees, the engineer of this enterprise, writes under date of May 11th, that there is no truth in the statement that a new supposed difficulty is likely to delay the opening of the road. He says: "From a recent examination of the whole line I can testify that the central rail is as perfect as the day it was laid down, notwithstanding that during the last eight months some of the engines have been constantly running. Moreover, any one acquainted with Fell's system ought to know that the horizontal wheels of the engines are made wide to allow for the play in the springs, and without flanges, so that there is not the least risk of tearing up the centre rail. No time can be fixed for the opening until the official report of the Commissioners is received, and this is daily expected."

#### Great Russian Railway.

This company has held a meeting at St. Petersburg with reference to the proposed acquisition of the St. Petersburg and Moscow line. It was decided, by 1,087 votes to 5, to proceed with the necessary negotiations for the acquisition of the line, it being always understood that the original rights of the Great Russian shareholders, as defined by the statutes of November 3, 1861, should remain intact.

The Indo-European Telegraph Co., which was organized about the middle of April, for the construction of a line to India through Russia and Persia, have obtained the whole of their proposed capital of 450,000. The Russian Government are stated to have placed a war steamer at the disposal of the company for three months, to take soundings for the cable in the Black Sea. Meanwhile the Persian portion of the line will be commenced, and is expected to be completed within twelve months.

Columbus, Chicago and Indiana Railway Company are prepared to pay all arrearages of interest on the first mortgage bonds of the Chicago and Great Eastern road, and the arrearages on the first mortgage and sinking fund bonds of the Cincinnati and Chicago Air Line road, adding interest from the maturity of each coupon, and deducting Government tax. The office of the company is at No. 57 Broadway.

A meeting of the Worthington Valley and Manchester Railroad Company was held at Dover, Baltimore County, Md., the 16th ult., when the following places were designated to open books and solicit subscriptions to build said road: Ashland, Mantua Mills, Dover, Davisville, Benson's Mill, Lawson's Mill, Zoucksville, Hampstead and Manchester.

There are now three hundred men at work on the Dubuque and Sioux City Railroad between Iowa Falls and Fort Dodge. One-half the work is now done, and by the middle of July next the grading, bridging, etc., will be complete and ready for the rail.

The St. Louis Dispatch says that all the iron necessary to complete the North Missouri Railroad to Kansas City and the Iowa State Line has been purchased. The road will be finished to both points by the middle of October.

**Railroad Earnings.—Weekly.**

The earnings of the Atlantic and Great Western Railway for the third week in May, 1868, were.....\$99,800 00  
Corresponding week previous year... 117,668 00

Decrease.....\$18,868 00

The earnings of the Chicago and Northwestern Railroad for the 4th week in May, 1868, \$423,627 85  
Corresponding week previous year .. 323,344 88

Increase.....\$100,482 97

The earnings of the Michigan Southern and Northern Indiana Railroad for the 4th week in May, 1868, were.....\$118,848 00  
Corresponding week of 1867..... 116,326 00

Increase.....\$2,522 00

Surveys for a new railroad from Freehold to Farmingdale are being made. The road will do a mail, freight, and passenger business, and will afford railroad communication from Long Branch to Jersey City, the route being over the Raritan and Delaware Bay, Freehold and Squankum, Freehold and Jamesburg, and United Companies' roads.

The Hudson Star says that the grading on the Tomah and St. Croix Railroad to Black River Falls, a distance of about thirty miles, is entirely completed; the iron is purchased and it is expected to have the track laid, and a construction train running within the next three months.

The board of directors of the Kent Co. Railroad Company have elected the following officers: President, T. W. Eliason, Esq.; Treasurer, R. Hynson, Esq.; Secretary, Charles T. Westcott, Esq.

The Colebrookdale Railroad is to be commenced at once, the contract for grading from Pottstown to Mount Pleasant, a distance of fourteen miles, having been awarded to George Rice, of Pottstown. The Lehigh Valley News says the line is soon to be extended to Hosensack Gap, five miles beyond Mount Pleasant, so as to connect with the Perkiomen Railroad, and thus to become a through route from Pottstown to Allentown, and thence through the Lehigh Valley to New York.

The Pan Handle Road (O.) Holliday's Cave, (Western Va.) and the Steubenville and Indiana (Ohio) Railroads have consolidated under the name of the Pittsburg, Cincinnati and St. Louis Railroad Company. The capital is \$10,000,000. The central office is to be at Steubenville, Ohio.

The Doylestown Democrat says that the Plymouth Railroad will be completed by the middle of September. The new road will be about ten miles long, and will connect the Norristown Railroad, at Conshohocken, with some point on the North Pennsylvania Railroad.

The annual meeting of the stockholders of the Paterson and Newark Railroad was held in Newark on the 1st inst. Messrs. T. B. Peddie, Andrew Derron, R. S. Gould, Wm. L. Catherwood and Geo. T. Howell, were elected Directors.

The route of a proposed railroad from Philadelphia to New Hope is being surveyed.

**Journal of Railroad Law.****CATTLE RUNNING AT LARGE—COMMON LAW LIABILITY OF RAILROADS.**

The facts in the case of the Michigan Southern and Northern Indiana Railroad Company vs. Fisher, (27 Ind., 96,) which has just been decided in the Supreme Court of Indiana, clearly appear in the opinion of the Court, delivered by

GREGORY, J.—Fisher sued the railroad company for killing his cow through the "fault, misconduct and negligence" of the employees, servants and agents of the defendant, by striking and running over her with a locomotive and train of cars running on the defendant's road.

This suit was commenced before a Justice of the peace, and was tried in the Court below on appeal. The Court found for the plaintiff. The defendant moved for a new trial, on the ground that the verdict was not sustained by the evidence, and that the same was contrary to law. The Court overruled the motion, to which the defendant excepted. The evidence is in the record. The cow was running at large, she was killed by a train on the defendant's road, about one and a half miles west of Ligonier at a road crossing; the cattle were accustomed to cross the railroad there, it was a crossing on a public highway, it was snowing at the time, and the wind was blowing hard, making it difficult to hear or see at any considerable distance; no whistle or bell was sounded, and the train was running about one-fourth faster than usual.

The Board of Commissioners under authority of the Revised Statutes, made an order allowing cows, &c., to run at large.

In the absence of an order of the Board of County Commissioners, the common law rule obtains in this State, that the owner of cattle is bound to keep them on his own premises, and that if he permits them to roam at large, on the land of others, he is a wrong-doer. The Lafayette and Indianapolis Railroad Co. vs. Shriner, 6 Ind., 141. But this was not the rule in the early settlement of this State. It was not then applicable to our circumstances. And as some portions of the State are yet sparsely settled, the Legislature has placed it in the power of the County Commissioners to change this rule of the common law. But when such an order is made, it imposes no greater obligation on the owner of other property, in the lawful use thereof, than rested upon him at the common law. This question was very fully considered by this Court in Durham vs. Muselman, 2 Blackf., 96, and the ruling in that case meets our approbation.

In the case in judgment, the railroad company was in the lawful use of its own property, in such a manner, that the injury complained of was not the natural or probable consequence of the act, and therefore the company is not liable to one who permitted his cow to run at large.

The judgment below is reversed, with costs, and the cause remanded, with directions to grant a new trial, and for further proceedings.

The Council Bluffs and St. Joseph's road is expected to be completed by the 1st of July next to St. Joseph, which, by rail to Weston and Kansas City, and by the Pacific Railroad to St. Louis, will give a short and expeditious route from St. Louis to Omaha.

**Revenue and Expenditures of the United States.**

From the statement of revenue and expenditure, and the estimates thereof, made in the House of Representatives on the 1st inst., by the Chairman of the Ways and Means Committee, it appears that the actual expenditure for the current fiscal year has been:

For nine months.....\$280,678,066  
3 months to July 1, 1868, estimated. 98,500,000

Total for the year.....\$379,178,066

Of this \$149,418,383 is for interest on the public debt, \$123,858,496 for the War Department, \$51,554,175 for the civil list, \$25,613,673 for the navy, and \$28,733,337 for interior, pensions and Indians.

The revenue for the same year is as follows:

Six months (received).....\$299,194,459  
Three months, to July 1, (estimated) 106,600,000

Total.....\$405,794,459

This amount of revenue for the fiscal year ending June 30, 1868, actual and estimated, is made up thus:

Customs (coin).....\$165,208,374 37  
Lands..... 1,166,337 31  
Internal revenue..... 190,686,426 44  
Direct tax..... 1,713,960 46  
Miscellaneous..... 47,019,360 71

Total.....\$405,794,459 29

Next year's expenditure (ending June 30, 1869,) is thus stated:

Interest on the public debt.....\$129,678,078  
Bounties as estimated..... 40,500,000  
Purchase of Alaska (coin)..... 7,200,000  
All other..... 150,273,366

Total for the year.....\$327,651,000

Against which revenue is estimated as follows:

Customs (coin).....\$165,000,000  
Internal revenue..... 190,000,000  
Other revenue..... 31,000,000

Total revenue, 1868-'69.....\$406,560,000

According to these figures the coin revenue will be some 35 millions in excess of the interest on the public debt, leaving 23 millions of coin revenue (besides the Alaska purchase money) available for the purchase of the principal during the year. This is equal to the amount required under the sinking fund provision in the fifth section of the act of February 25, 1862.

The estimated currency revenue, on the other hand, exceeds the currency expenditure by an amount sufficient to provide for the remainder of the currency debt.

Work on the Indianapolis and Vincennes Railroad is progressing rapidly, and a portion of the Cairo and Vincennes Railroad, lying between Vincennes and Carmi, has been put under contract.

The Union Pacific Railroad has been completed and opened for business six hundred miles west from Omaha. Sixty miles have been built this season. The company have a larger force of laborers at work than ever before.

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**BEST HACKLED HEMP PACKING,**  
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The undersigned are prepared to furnish Railroad Ties of Hackmatack, Cedar, Pine, Hemlock and Spruce in any quantity. Also every description of Northern and Southern Pine, Oak and Spruce for Railroad Cars, Bridges, &c., &c.

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**IRON AND STEEL RAILS,**

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IMPORTS ON ORDER.

**Pig Lead, Tin, Iron & Zinc,**

And opens Bankers' Credits when needed.

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**IRON & STEEL RAILS,**

Of all Weights and Patterns.

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Including LOCOMOTIVES, CARS of all kinds, CAR WHEELS and AXLES, STEEL and IRON TYRE, CHAIRS and SPIKES, MACHINERY and TOOLS, BAR IRON, CAST STEEL FITTINGS of every description, etc., etc.

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EDWARD P. BIGELOW.

**600 MILES**

OF THE

**UNION PACIFIC RAILROAD**

Are now finished and in operation. Sixty miles of track have been laid this spring, and the work along the whole line between the Atlantic and Pacific States is being pushed forward more rapidly than ever before. More than twenty thousand men are employed, and it is not impossible that the entire track, from Omaha to Sacramento, will be finished in 1869 instead of 1870. The means provided are ample and all that energy, men and money can do to secure the completion of this

**GREAT NATIONAL WORK,**

at the earliest possible day, will be done.

The UNION PACIFIC RAILROAD COMPANY receive:

- I.—A Government Grant of the right of way, and all necessary timber and other materials found along the line of its operations.
- II.—A Government Grant of 12,800 acres of land to the mile, taken in alternate sections on each side of its road. This is an absolute donation, and will be a source of large revenue in the future.
- III.—A Government Grant of United States Thirty-year Bonds, amounting to from \$16,000 to \$48,000 per mile, according to the difficulties to be surmounted on the various sections to be built. The Government takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, &c. The interest is now much more than paid in this way, besides securing a great saving in time and money to the Government.
- IV.—A Government Grant of the right to issue its own FIRST MORTGAGE BONDS, to aid in building the road, to the same amount as the U. S. Bonds, issued for the same purpose, and no more. The Government PERMITS the Trustees for the First Mortgage Bondholders to deliver the Bonds to the Company only as the road is completed, and after it has been examined by United States Commissioners and pronounced to be in all respects a first class Railroad, laid

with a heavy T rail, and completely supplied with depots, stations, turnouts, car shops, locomotives, cars, &c.

V.—A Capital Stock Subscription from the stockholders, of which over Eight Million Dollars have been paid in upon the work already done, and which will be increased as the wants of the Company require.

VI.—Net Cash Earnings on its Way Business, that already amount to MORE THAN THE INTEREST on the First Mortgage Bonds. These earnings are no indication of the vast through business that must follow the opening of the line to the Pacific, but they certainly prove that

**First Mortgage Bonds**

upon such a property, costing nearly three times their amount,

**Are Secure beyond any Contingency.**

The Company have abundant means in their Treasury, and make no appeal to the public to purchase their bonds, as the daily subscriptions are entirely satisfactory; but they submit that, for entire security and liberal returns, there is certainly no better investment in the market.

The Union Pacific Bonds are for \$1,000 each, and have coupons attached. They have thirty years to run, and bear annual interest, payable on the first days of January and July at the Company's Office in the City of New York, at the rate of six per cent. in gold. The Principal is payable in gold at maturity. At the present rate of gold, these bonds pay an annual income on their cost of

**NEARLY NINE PER CENT.,**

AND IT IS BELIEVED THAT THEY WILL SOON BE AT A PREMIUM.

The Company reserve the right to advance the price of their bonds to a rate above par at any time, and will not fill any orders or receive any subscriptions on which the money has not been actually paid at the Company's Office before the time of such advance.

Subscriptions will be received in New York

At the Company's Office, No. 30 Nassau St.,

AND BY

John J. Cisco & Son, Bankers, No. 59 Wall St.,

And by the Company's advertised agents throughout the United States.

Remittances should be made in drafts or other funds payable in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

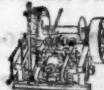
A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.

MAY 25, 1868.

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Are Economical of Fuel, and perfectly Safe.

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Run without noise.

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P. M. BRENNAN, Treas.

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OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILROAD COMPANY, No. 26 EXCHANGE PLACE, New York, May 14, 1868.

**NOTICE TO THE BONDHOLDERS AND** shareholders of the Toledo, Peoria and Warsaw Railroad Company of Illinois. You are hereby notified that a meeting of the bondholders and shareholders of this Company will be held in this City on the 15th day of June next at the office of the Company, between the hours of 10 and 2 o'clock, to vote upon the question of the extension of the road from La Harpe to Burlington, Iowa, and from Warsaw to Quincy, Illinois, to connect with the Government bridges at those places, and to authorize the Board to contract for the building of the same, and to issue sinking fund bonds of the Company bearing interest at eight per cent., at the rate of fifteen thousand dollars (\$15,000) per mile upon such extensions or branches for said purpose, or upon any other plan that may be presented you at said meeting for the purpose of raising the necessary funds for building the extensions, and upon any other subject that may be offered for consideration at said meeting.

Per order of the Board,  
CHARLES L. FROST, President.

**PENNSYLVANIA RAILROAD COMPANY,**  
Treasurer's Department.

PHILADELPHIA, May 2, 1868.

**NOTICE TO STOCKHOLDERS.**—The Board of Directors have this day declared a semi-annual dividend of THREE PER CENT. on the Capital Stock of the Company, payable in cash, clear of National and State taxes, and a further dividend of FIVE PER CENT., payable in Stock, on and after May 30.

Blank powers of attorney for collecting dividends may be obtained at the office of the Company, No. 238 South Third Street.  
THOMAS T. FIRTH,  
8121  
Treasurer.

**OFFICE PENNSYLVANIA RAILROAD COMPANY,** Philadelphia May 13th, 1868.

Notice to Stockholders.—In pursuance of resolutions adopted by the Board of Directors at a stated meeting held this day, notice is hereby given to the Stockholders of this Company, that they will have the privilege of subscribing, either directly or by substitution under such rules as may be prescribed therefor, for Twenty-five per cent. of additional Stock at par, in proportion to their respective interests as they stand registered on the books of the Company, May 20th, 1868.

Holders of less than four Shares will be entitled to subscribe for a full share, and those holding more shares than a multiple of four shares will be entitled to an additional share.

Subscriptions to the new Stock will be received on and after May 20th, 1868, and the privilege of subscribing will cease on the 30th day of July, 1868.

The instalments on account of the new shares shall be paid in cash, as follows:

1st. Twenty-five per cent. at the time of subscription, on or before the 30th day of July, 1868.

2d. Twenty-five per cent. on or before the 15th day of December, 1868.

3d. Twenty-five per cent. on or before the 15th day of June, 1869.

4th. Twenty-five per cent. on or before the 15th day of December, 1869, or if Stockholders should prefer the whole amount may be paid up at once, or any remaining instalments may be paid in full at the time of the payment of the second or third instalment, and each instalment paid up shall be entitled to a pro rata dividend that may be declared on full Shares.

THOMAS T. FIRTH,  
8121  
Treasurer.

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CAR SPRINGS,  
BRAKE TUBING, ETC.

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### TESTIMONIAL.

Baltimore, Md., April 16, 1888.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.) and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

JOHN OLIVER,

Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton, N. J.

C. V. MEAD.

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R. S. MANNING,

G. W. NORTON,

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## THE UNION IRON MILLS PITTSBURG, PA.

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### BEAMS & GIRDERS, (Patented.)

In which the compound welds between the stem and flanges, which have proved so objectionable in the old mode of manufacturing, are entirely avoided. We are prepared to furnish ALL SIZES, at terms as favorable as can be obtained elsewhere. For descriptive Lithographs, address

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## HARRISBURG FOUNDRY

—AND—

## MACHINE WORKS,

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### MACHINISTS' TOOLS,

SUCH AS

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Rive de Gier, (Loire,) France.  
American Office, Henry Champin, Sole Representative,  
No. 75 John Street, Office of Messrs. Tyng & Co., New York.

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CAST STEEL AXLES, SPRINGS, PLATES, &c.,  
CAST, TOOL, SPRING & CUTLERY STEEL OF SUPERIOR QUALITY.  
**SOLID ROLLED IRON BRIDGE AND BUILDING BEAMS,**  
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Iron and Steel Angles, Channels, &c. Heavy Forgings of every description, in Iron and Steel.

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I AM NOW PREPARED TO FURNISH RAILROADS throughout the United States with my Patent Railroad Switches, by the use of which the **MAIN TRACK IS NEVER BROKEN**, and it is impossible for any accident to occur from the misplacement of switches.

The saving in rails, and the great saving in the wear of rolling stock, which is by this means provided with a level, smooth and firm track at switches, in place of the usual movable rails, and the consequent severe blows caused by the open joints and battered ends, is a matter deserving the especial attention of all railroad companies.

AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy **THE PERFECT IMMUNITY FROM ACCIDENT** caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns **The Life and Limb of all Travelers upon Railroads.**

I refer to the Philadelphia and Reading Railroad Company, and to the New York and Harlem Railroad Company. I am now filling orders for various other Railroad Companies, and I will gladly give any information in detail that may be desired.

WM. WHARTON, Jr., Patentee,

Box No. 2745 Philadelphia, Pa.

Office, No. 28 S. Third street Philada. Factory, Walnut street, above Thirty-first street, Philadelphia.

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